

CITY OF MARYSVILLE

INSTITUTE OF GOVERNMENTAL
STUDIES I


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UNIVERSITY OF CALIF.

GENERAL PLAN



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I. INTRODUCTION AND PURPOSE

California state law requires each city to adopt a general plan which describes the direction the city will take concerning its future development. This general plan is designed to fulfill that requirement and to serve as a long term guide for orderly growth and development of the City of Marysville. It also forms the basis for zoning, subdivision regulation, and other planning decisions on the location, intensity, and design of public facilities and land use.

The intentions of the City of Marysville concerning future development are expressed through the goals and policies contained in this general plan. The goals establish the basic long-term objectives sought by the city, while the policies describe the manner in which the city expects to achieve its goals. The goals and policies set a framework for implementation actions and day-to-day decisions which shape the community.

Implementation of the general plan is achieved through a variety of mechanisms, among them: citizen involvement on advisory committees, long range planning activities of the city, fees and charges used for improvements, and regulations concerning development. Use of this general plan should be with an understanding of its purpose and how the goals and policies are used to guide the day-to-day decisions that implement the plan.

II. SUMMARY OF GOALS AND POLICIES

A. LAND USE

Goal for Residential Land Use: To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

Policies for Existing Residential Land Use:

- 1) To prevent the intrusion of incompatible uses into stable existing residential areas
- 2) To preserve and enhance the quality of existing residential areas by continuing active programs for high-quality public services, the rehabilitation of useful units, and the removal of seriously substandard units.
- 3) To continue programs for the prevention and removal of blight using all public and private resources available including enforcement of all codes, neighborhood rehabilitation and redevelopment.
- 4) To encourage active involvement of individual and organized citizens in the maintenance and upgrading of existing residential neighborhoods.
- 5) To encourage preservation and adaptive reuse of significant historic structures.

Policies For New Residential Land Use:

- 1) To insure that new residential development is compatible with existing neighborhoods
- 2) To make lands available outside of the city limits for residential development only upon demonstrated need.
- 3) To designate residential land according to the following scale:

Low density	1 - 12 units per acre
Medium density	Maximum of 24 units per acre
High density	Maximum of 48 units per acre

Goal For Commercial Land Use: To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future city needs.

Policies for Commercial Land Use:

- 1) To promote the retention and renewal of the central business district and the redevelopment area as the commercial center of the city.
- 2) To encourage office-professional uses in commercial centers
- 3) To mitigate or minimize any conflicts with other land uses, especially residential, park, and recreational uses. New commercial establishments shall be carefully integrated into the surrounding area.

Goal for Industrial Land Use: To provide sufficient land designated for industrial uses that are compatible with the existing community.

Policies for Industrial Land Use:

- 1) To require that industrial land uses be buffered from and protected from encroachment by residential or other incompatible land uses.
- 2) To encourage industrial land uses that do not harm the environment or pose danger to city residents.
- 3) To designate land for industrial uses sufficient to meet future city needs, but limited to uses that will not negatively impact existing neighborhoods.

B. OPEN SPACE, CONSERVATION, AND RECREATION GOALS AND POLICIES

Goal: To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens needs.

Policies for Outdoor Recreation:

- 1) To preserve the lakes as major open space areas within the city and continue to improve the recreational uses surrounding the lakes and the aesthetics of the shorelines.
- 2) To encourage compatible recreational uses in floodplains of the Feather and Yuba rivers.
- 3) To provide and maintain adequate outdoor recreational facilities within all residential areas.
- 4) To promote the maximum provision of recreational open space in future residential areas.
- 5) To provide for the maximum use of public open space by the use of such areas for outdoor recreation.
- 6) To provide facilities in accordance with park standards.
- 7) To provide recreation programs that meet citizens needs.
- 8) To support and cooperate with volunteer groups and organizations that provide recreation activities for young people.

Policies for Conservation and Preservation of Resources:

- 1) To encourage the preservation of wildlife habitat areas.
- 2) To protect the fisheries of the adjacent waterways.
- 3) To protect historically significant areas and encourage their preservation and rehabilitation.

- 4) To ensure that existing natural resources areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.
- 5) To encourage energy conservation in new developments.
- 6) To promote continued agricultural use of prime soils in the planning area.
- 7) To work with Yuba County to identify and protect aquifer recharge areas.
- 8) To permit open space and conservation land use within floodplains.
- 9) To eliminate such uses in the floodplain where continued use would pose a danger to the public health, safety, or welfare.
- 10) To take proper steps to assure that floodplains, waterways, ground water recharge areas, and areas with a high water table will not be polluted or contaminated.
- 11) To maintain the air in the community as free from unnecessary air pollutants as is feasible.

C. CIRCULATION AND SCENIC HIGHWAYS

Goal: To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

Policies:

- 1) To maintain existing streets in a safe condition and require that new streets be built to city standards.
- 2) To ensure that streets and highways will be available to serve new development.
- 3) To promote and support coordinated public transit service that meet residents' needs.
- 4) To promote pedestrian convenience through requirements for sidewalks, walking paths, and hiking trails that connect residential development with commercial, shopping, and employment centers.
- 5) To require landscaping and tree planting along major streets and highways.
- 6) To encourage a variety of building types along major streets and highways.
- 7) To support a new river crossing alternative which will lessen downtown traffic congestion caused by intra-urban traffic.

- 8) To provide a bikeway system as a safe and ecologically beneficial transportation mode alternative.
- 9) To encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic.

D. COMMUNITY SAFETY AND SEISMIC SAFETY

Goal: To minimize the danger of natural and manmade hazards and to protect residents and visitors from the dangers of earthquake, fire, flood, or other disaster.

Policies:

- 1) To enforce building codes, fire codes and city ordinances in regard to fire and fire protection. Continue to improve fire protection services, equipment and facilities as required and as economically as possible. Maintain adequate street widths for fire protection equipment, provide adequate turning radius.
- 2) To require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.
- 3) To maintain a current city emergency plan for use in emergency situations.
- 4) To prohibit residential and commercial development below 100 year flood levels.
- 5) To prohibit development along stream channels that would reduce stream capacity, increase erosion, or cause deterioration of the channel.
- 6) To require disclosure of hazardous materials by those using them within the city.
- 7) To develop and implement a hazardous materials cleanup code which allows the city to collect reimbursement for costs incurred from those responsible for hazardous waste spills.
- 8) To cooperate with federal, state and local authorities to insure that loss due to seismic activity is minimized.
- 9) To insure that future buildings and structures within the city are designed in conformance with state earthquake standards.
- 10) To require by ordinance that existing publicly owned buildings and publicly used buildings meet state earthquake standards, or that they have signs posted indicating that they do not meet state standards.
- 11) To continue to develop, train and equip an emergency response team comprised of city personnel to cope with possible disaster situations.

E. NOISE

Goal: To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies:

- 1) To require analysis of potential noise from new development or impacting new development and require mitigation measures that reduce noise impacts to acceptable standards.
- 2) To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks.
- 3) To control noise sources in residential areas by restricting truck traffic to designated truck routes.
- 4) To consider the adoption and enforcement of a community noise ordinance to be used as an instrument for short-term or immediate solutions to intrusive noise occurrences.
- 5) To discourage the use of Covillaud Street as a major arterial where it passes near Kynoch Elementary School if annexation into Simmerly-Jack Slough takes place.
- 6) To examine any new source of noise projected at or above 70 db at 50 feet for compatibility with existing or projected planned neighboring land uses prior to the granting of a rezoning or building permit.
- 7) To encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic noise.

F. HOUSING

Goal for Housing Quantity: Encourage the preservation of existing housing and the construction of new housing to meet the needs of all income groups and those with special needs, and ensure that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status, or physical handicap.

Policies for Housing Quantity:

- 1) To encourage the development of higher density residential construction consistent with the General Plan and city zoning regulations.
- 2) To ensure that all laws and regulations prohibiting discrimination in lending practices and the sale and rental of homes are enforced.

Goal for Housing Quality: Promote the construction of a variety of housing types that meet safe standards with a minimum of environmental impact and that provide a choice of location, preserve existing neighborhoods, and have adequate public services.

Policies for Housing Quality:

- 1) To ensure that new housing efficiently uses land, is energy efficient, and causes a minimum of environmental impact.
- 2) To promote the construction of good quality and safe homes, the preservation of existing neighborhoods, and the elimination of unsafe housing.

Goal for Energy Conservation: Encourage energy conservation in new and existing housing.

Policy for Energy Conservation:

- 1) To participate with other local, state and federal agencies, public utilities and community organizations to implement energy conservation programs.

G. REDEVELOPMENT

Goal: To improve the social, economic and aesthetic characteristics of the city through the revitalization of deteriorating areas.

Policies:

- 1) To ensure that all future redevelopment activity within Marysville is consistent with the Marysville Plaza Redevelopment Plan, the Marysville Plaza Urban Design and Development Plan, and individual target area plans.
- 2) To preserve and restore, where feasible, sites having historic significance.
- 3) To give preference to proposals of existing land owners for participation in private redevelopment over all other proposals.
- 4) To ensure that replacement housing is available prior to residential displacement.
- 5) To employ all practical means to limit noise due to redevelopment activity.
- 6) To use and design public buildings and open space in such a manner as to provide a positive incentive for adjacent private development.
- 7) To emphasize safety in the circulation pattern within the project area through the separation of transportation modes.
- 8) To encourage the provision of adequate off-street parking in all project area development plans.

III. BACKGROUND DESCRIPTION OF THE CITY OF MARYSVILLE

A. LOCATION AND GROWTH TRENDS

The City of Marysville is located at the confluence of the Yuba and Feather Rivers, about 40 miles north of the city of Sacramento. Marysville, in its early days, was a supply center for miners who worked the gold-rich rivers and streams in the foothills and mountains to the east. When the gold fields were worked out, the rich flood plain soils provided a basis for the more permanent agricultural economy of the area, and contributed greatly to the development of the substantial community which serves as the trading, service and cultural center of an extensive and prosperous agricultural area.

Flooding in and around the city has been a recurring factor in Marysville's history, because the city lies at an elevation well below river flood levels. Today, the city is protected from flooding by a circular system of levees. These levees, however, restrict urban development substantially to the area within their bounds and are the major controlling factor affecting the future growth of the city. Very little vacant land remains available for residential and industrial development within the city limits, and future commercial development is planned to be limited to the Marysville Redevelopment Area.

B. PHYSICAL CHARACTERISTICS

The City of Marysville is located on the flat, low-lying flood plain of the Yuba and Feather Rivers at elevations from 55 to 65 feet above mean sea level. The Marysville area is underlaid by sedimentary and volcanic rocks which have been folded and metamorphosed. Valley and river terrace alluvium have been deposited over these rocks.

Major rivers in the Marysville area include the Feather River to the west and the Yuba River to the east of the city. Simmerly-Jack Slough join the Feather River north of Marysville. Within the city, a series of small lakes serve as a scenic recreation area and a drainage basin for city runoff water.

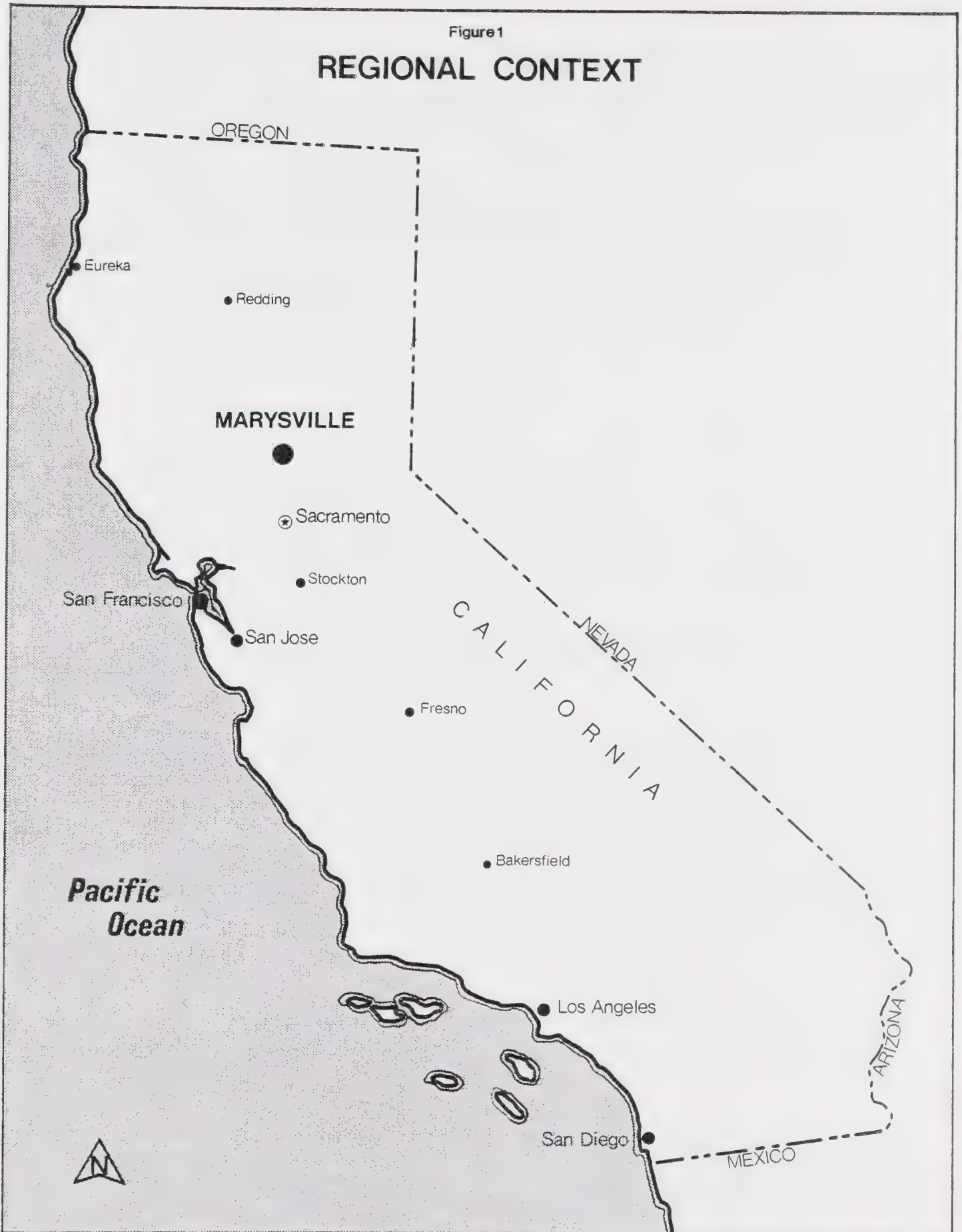
The climate of the Marysville area is characterized by the hot, dry summers and the cool, moist winters typical of the California Central Valley. Average monthly temperatures range from about 79° F in July to about 46° F in January, with temperature extremes ranging from over 110° F to below 20° F. Precipitation averages approximately 20 inches per year, with about 85 percent of the annual rainfall occurring between the months of October and March.

C. POPULATION CHARACTERISTICS

Population in the City of Marysville totalled 3,991 in 1900. By 1920 population increased to 5,461, and continued to increase to 6,646 in 1940. Between 1940 and 1960 population continued to increase steadily from 6,646 to 9,553. Between 1960 and 1970 population declined slightly to 9,353. Population rose again to 9,898 in 1980, and continued to increase gradually until January 1984, when the population was estimated to be 10,450.

Figure 1

REGIONAL CONTEXT



In 1980, the population, as reported on the U.S. Census, consisted of 8,287 white, 525 Black, 154 American Indian, 3 Eskimo, 2 Aleut, 103 Japanese, 187 Chinese, 76 Filipino, 6 Korean, 20 Asian Indian, 8 Vietnamese, 6 Hawaiian, 6 Samoan and 515 other. Included in the population were 875 persons of Spanish origin. A total of 4,902 males and 4,996 females lived in Marysville and their median age was 31.2 years. There were also 1,382 persons 65 years or older.

Of the total population of Marysville, 2,295 had completed three years or less of high school, 2,549 had completed four years of high school, 1,737 had up to three years of college, 434 had completed 4 years of college, and 484 had five or more years of college.

In 1980, there were 2.29 persons per household. This compares with 2.47 persons per household in 1975, 2.71 in 1970, and 2.86 in 1960. Clearly, the trend towards smaller household sizes has continued in Marysville.

D. FUTURE GROWTH TRENDS

Because of the severe limitations on growth caused by the small amount of remaining undeveloped land within the city, it is unlikely that much more growth will occur within the existing city limits. Residential development is severely hampered by a lack of available land. Approximately 15 acres are left for residential development. It is clear that once build-out occurs, there will be no additional residential units added unless new area is added to the city, or additional units are added as part of the redevelopment process.

There is also little land left for industrial development within the city. Less than 10 acres remain, and it is contemplated that it will be developed in light industrial as a result of relocation or expansion of existing firms.

Vacant commercial land within the city is also limited, with approximately ten acres remaining. Additional commercial space may ultimately become available downtown within the city's redevelopment area as retail, office and restaurant development occurs as a result of the redevelopment process.

Any future growth in excess of the few remaining acres of vacant land that exists will have to occur outside of existing city limits. The most likely direction of future city growth would be to the northeast of the existing city, between Simmerly-Jack Slough and Highway 20.

IV. GENERAL PLAN ELEMENTS

A. LAND USE ELEMENT

1. Description of Existing Land Use

The planning area, illustrated in Figure 2, consists of approximately 10,000 acres of land located both within the existing city boundaries and outside of these boundaries. The planning area is bounded by the Feather River on the west, by Hallwood Boulevard on the east, by the Yuba River on the southeast, and extends north as far as Ellis Road.

a. Existing City Area

Most of the area within the existing city limits, illustrated in Figure 3, has been developed, with the exception of about 15 acres of residential land, less than 10 acres of industrial land and about 10 acres of commercial land.

Residential land use is the predominant land use within the city, and is concentrated in two major areas. The oldest residential area is bounded on the east by F Street, on the south by 5th Street, on the north by 14th Street and on the west by the Feather River levee. This area is bisected by a strip of highway oriented commercial property along 10th Street. It consists of some large single family homes from the turn of the century, some medium density multi-family housing and a considerable number of smaller single family homes built during the 1930's and 1940's.

Eastern Marysville contains the largest residential area in the city, and is separated from the Central Business District by an elevated railway track. Marysville's most recent subdivision and a number of high density dwelling units are located in this area. The predominant type of residential unit in this area is the single family home.

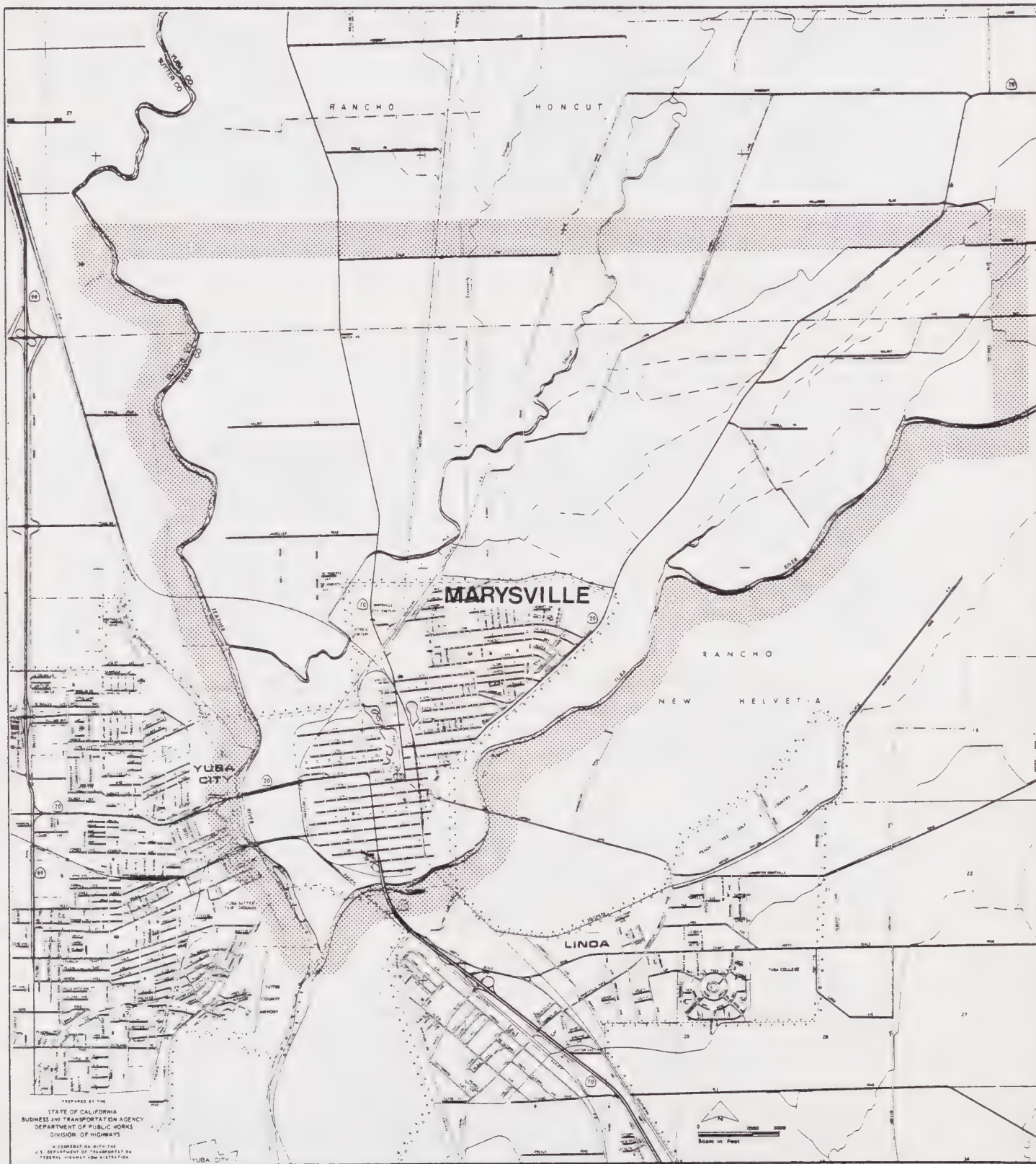
Commercial services and professional offices are located primarily within and around the central business district, along State Highways 70 and 20 and in the vicinity of Rideout Hospital. A shopping plaza is also located adjacent to the Feather River levee between the Feather River and Twin Cities Memorial bridges.

Industrial uses within the city are very limited. Such development is most heavily concentrated along the southern city levee and along the railroad tracks which bisect the city from north to south. Some industrial activity has also occurred in the area north of 14th Avenue and North Ellis Lake.

The city's central business district is bounded approximately by 9th Street to the north, E Street to the west, Chestnut Street to the east and 4th Street to the south. Land uses within this area include government offices, associated private offices and services, and single and multi-family residences.

Figure 2

MARYSVILLE PLANNING AREA



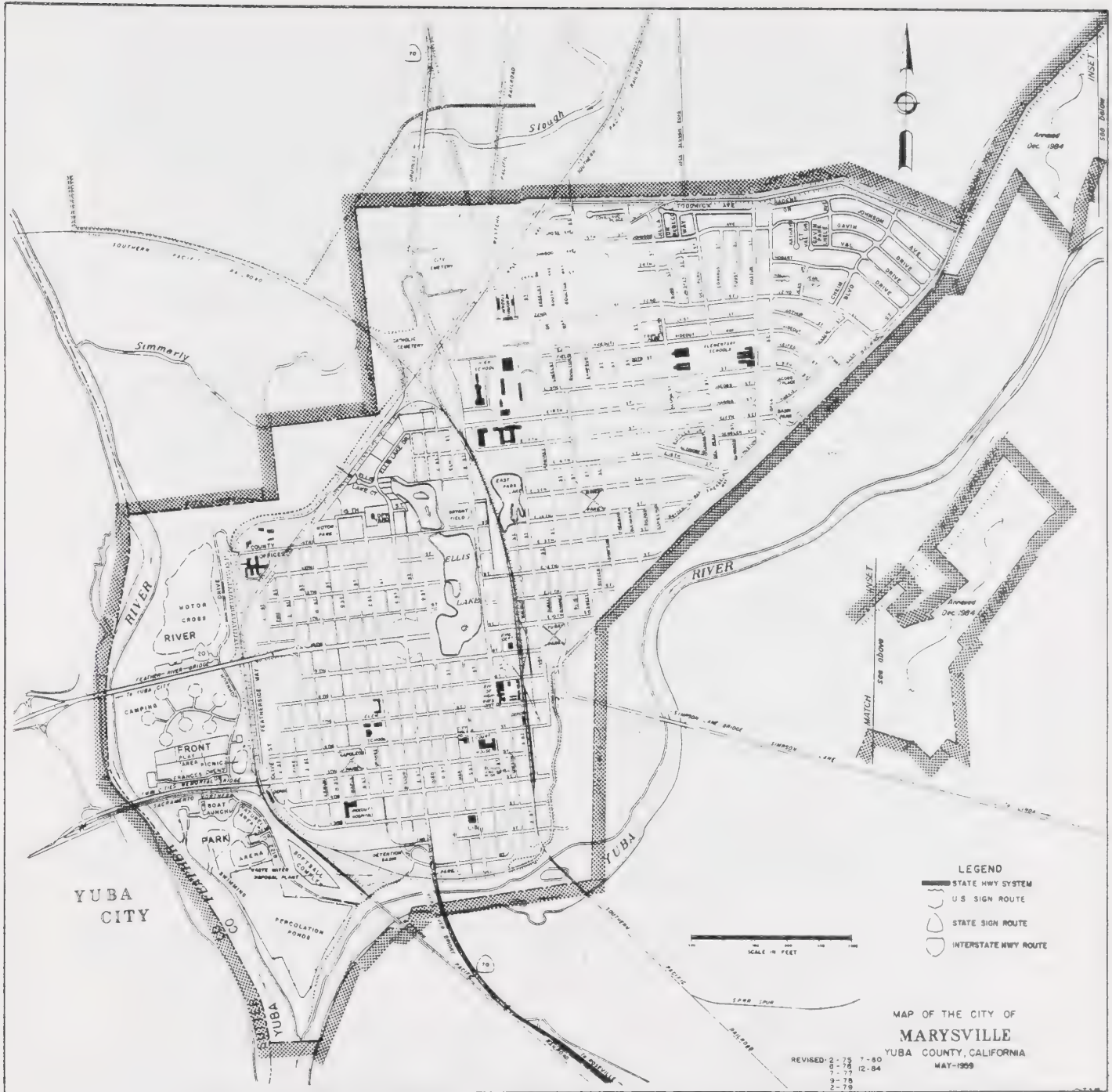


Figure 3
EXISTING CITY AREA

The area located at the southeast corner of the city and bounded approximately by 4th Street to the north, Willow Street to the west, and by the Yuba River levee to the south and east has been designated as the city's redevelopment area. Land uses intended to be developed within this area include a mixture of public and private uses emphasizing office space, public buildings and high density residential development.

Public and quasi-public land uses include state, city and county offices, schools, hospitals, the post office, city/county library, city pool, city parks, the city corporation yard and utilities.

Open space areas located within the urbanized portion of the city include the Marysville High School grounds, McKenny Intermediate School, the Covillaud and Notre Dame Elementary Schools, Marysville Pre-school, and a number of city parks which include the Ellis Lake, North Ellis Lake and East Park Lake areas. The majority of the city's open space areas are located within the floodplains of the Yuba and Feather Rivers. The northwest corner of the city is devoted to the city cemetery, located east of Highway 70, and the Catholic cemetery located to the west of Highway 70.

b. Planning Area Outside of Existing City Area

The dominant land use activity in the planning area outside of the existing city limits is agriculture. The high value agricultural lands are primarily irrigated croplands and deciduous trees, with the most common tree crops being peaches and prunes. The irrigated lands are primarily planted in rice and row crops.

The Laurellen Road area northwest of the city limits consists of approximately 55 acres of residential land and two acres of commercial land interspersed among approximately 180 acres of agricultural land.

South of the Laurellen Road area, adjacent to the Feather River, there exists a large amount of open space, much of it surrounding the mouth of Simmerly-Jack Slough.

c. Infrastructure

The following services and systems comprise the infrastructure system which supports existing and anticipated land uses within the City of Marysville.

Water Service:

Water service in Marysville is provided by the California Water Service Company, a privately-owned and operated utility. Nearly 70% of the existing connections are residential, with commercial and industrial connections making up the balance.

The domestic water supply in Marysville is obtained entirely from ground water. Wells are located throughout the city. Five wells are equipped with solution feed gas chlorinators to eliminate hydrogen sulfide odors. No additional treatment is provided for the domestic water.

The general condition of the distribution system is good and there are no areas where adequate water pressure is a problem. Storage is provided by means of an elevated tank. The tank has a 300,000 gallon storage capacity and a maximum water surface elevation of 94 feet. The condition of the tank is good. The existing water system has a capacity of approximately 10 million gallons per day (mgd), far in excess of present peak summer loadings. Extension of water supply services to developing sections of the city can be anticipated to be accomplished with no difficulties.

Sewage Disposal System:

The City of Marysville currently provides sewage disposal service to an area generally coincidental with city boundaries. The city currently operates a secondary treatment plant and facility in the southwest section of the city. The original facility was constructed in 1949 and went to full secondary treatment in 1963. Existing treatment processes include comminution, grit removal, primary sedimentation, biofiltration, and secondary clarification. Effluent disposal is to a series of percolation ponds.

The existing sewage treatment plant has a design capacity of 3.5 mgd. Present sewage flows average 1.25 mgd, with peak flows reaching 1.6 mgd during the warmest months. Sewage flows can be expected to increase approximately to 1.5 mgd by 1990.

The condition of the existing sewage treatment plant and distribution system is generally good. The cost for sewage disposal service is financed through the Sewer Enterprise Fund, a combination of user fees and the General Fund. In addition, the city requires a sewer connection fee for all new development. Funds obtained from these fees are placed in a "Sewer Improvement Fund" for the purpose of financing improvements to the sanitary and storm sewer systems.

Sewer facilities are illustrated in Figure 4.

Drainage System:

The city of Marysville's stormwater runoff basically drains into three separate areas. Storm water drains into a detention basin located at Second and F Streets and 17th and Hall Streets from which water is pumped out over the levee and discharged into the Yuba River. The largest part of the city's storm water drains into three interconnected lakes: East Lake, North Ellis Lake, and Ellis Lake. During the summer, storm water bypasses Ellis Lake and flows by gravity into a settling basin located on the river side of the levee. If the bypass system cannot handle the flow, water flows into the lake and then is pumped over the levee and discharged into the Feather River. Clean water is maintained in the lake by means of a fresh water well. The piping system has the capacity to carry the runoff from a 10-year storm and the pumps from a 25-year storm.

The city's drainage system is illustrated in Figure 5.

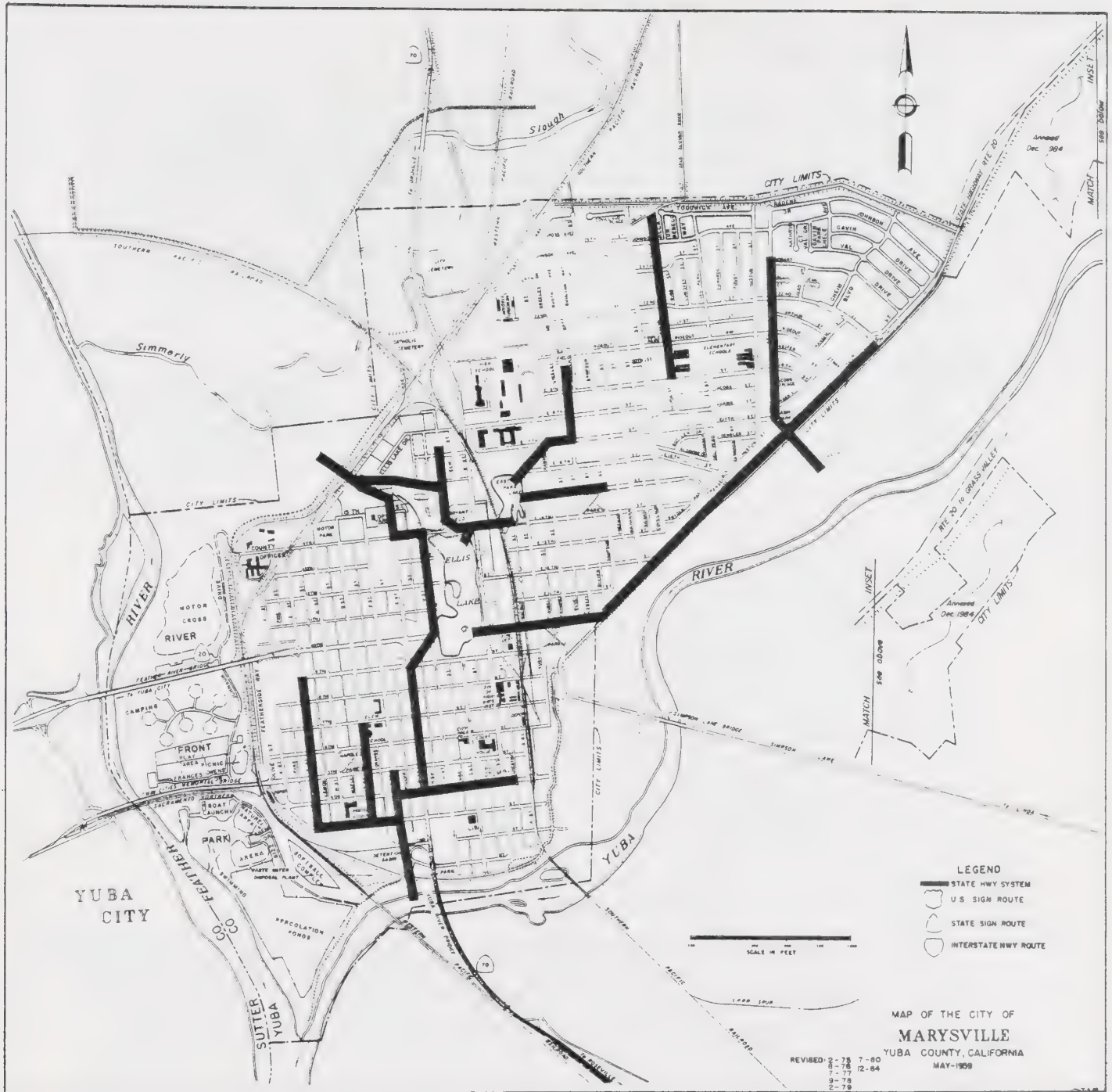


Figure 5

DRAINAGE FACILITIES

EXISTING STORM DRAIN LINE

Solid Waste Disposal:

Yuba-Sutter Disposal, Inc. under city franchise, collects almost all municipal solid waste generated within the city. Weekly pickup service is provided, with solid waste being disposed of at the Yuba-Sutter Disposal, Inc. site. Another site, the Yuba-Sutter Disposal Area, exists and is used by private individuals wishing to dispose of various types of solid waste. These sites have a projected life of approximately two years. Alternative disposal methods are presently being examined for use once the existing disposal sites are closed.

Miscellaneous Services:

Electrical and gas service is provided by the Pacific Gas and Electric Company. Telephone service is provided by the Pacific Bell Telephone Company. Cable television is provided by the Bi-County TV Service.

2. Future Land Use

a. Existing City Area

The existing pattern of land uses in this area will continue with only minor changes. The area will continue to be a mixture of residential, commercial, industrial and public uses. Within the existing and proposed redevelopment areas, the existing pattern of land uses may be modified to some extent as redevelopment proceeds. The State Department of Finance projects a year 2005 population of 10,983 for the city. For planning purposes, it is assumed that the maximum population size at full build out of the city will not exceed 11,500 persons.

b. Planning Area Outside of Existing City Area

Some changes in land use may occur in the planning area outside of the existing city in the event that annexation occurs. The area south of Laurellen Road and north of the Southern Pacific Railroad Line will keep its low density residential designation. The area north of Laurellen Road and west of Simmerly-Jack Slough will remain designated as urban or enhanced open space.

The area having the greatest potential for future urban development is located north of the existing city limits, east of Simmerly-Jack Slough and west of State Highway 20. The construction of a levee system to protect this area during flooding of Simmerly-Jack Slough would open up a significant amount of land for development. Funding for such a project is, however, uncertain at this time, and is beyond the means of the city, private developers and landowners. This area is designated as a planned development district and, if developed, would likely be a mixture of residential, commercial and industrial uses, with the latter being located adjacent to State Highway 20.

In the event that the decision to develop this area is made, the resultant increase in population and urban structures would create a need for the extension, and possible upgrading of capacity, of existing city infrastructure and services.

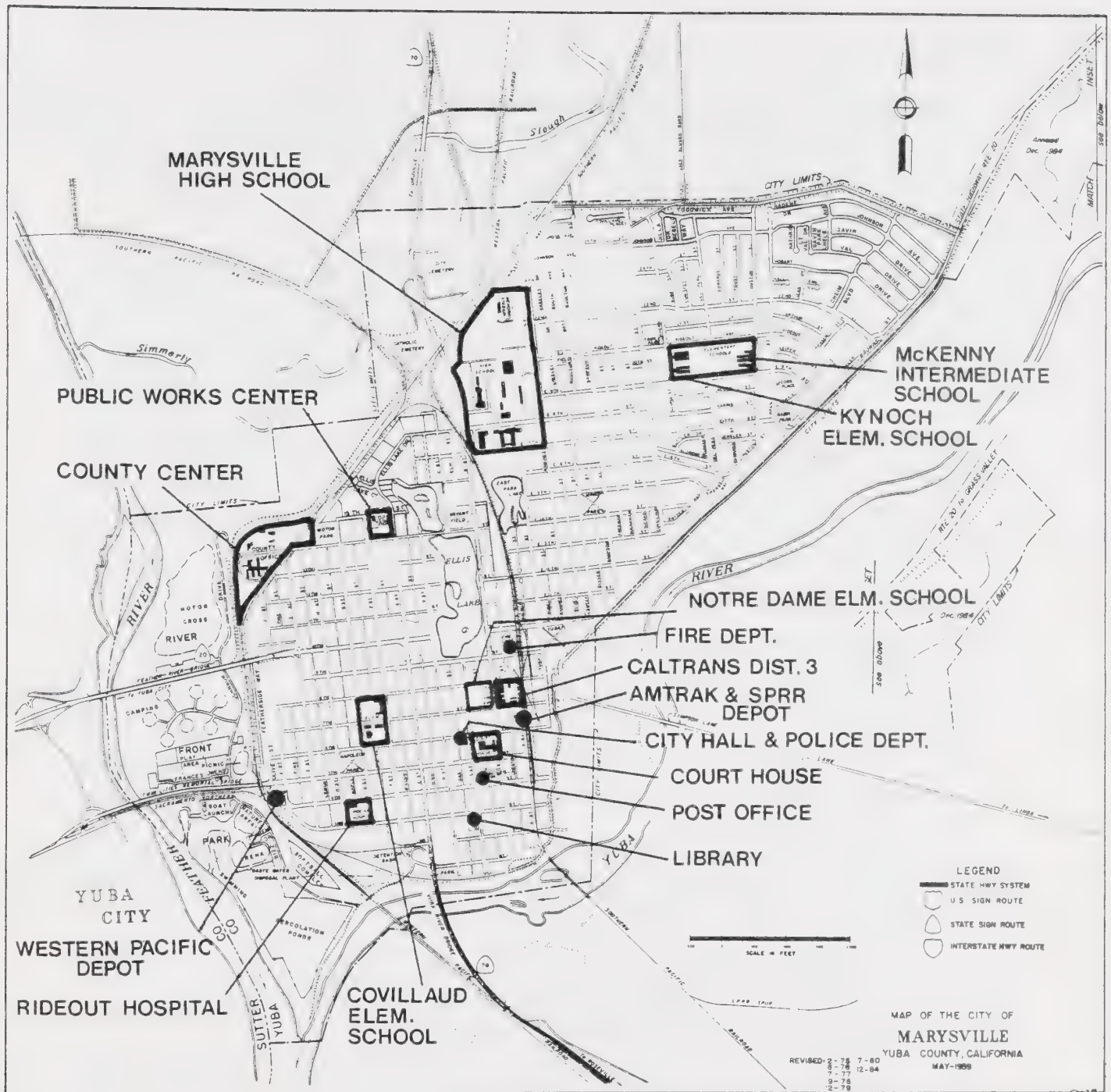


Figure 6

PUBLIC FACILITIES

3. Consistency

Under California law, the general plan must be consistent in two areas. First, the general plan must be adequate. That means the general plan must contain all elements required by state law and address all relevant issues. Second, the plan must be internally consistent. That means the goals, policies, standards, land uses, and implementation measures must be harmonious.

Zoning is generally considered to be the primary tool for implementing the general plan. Because of this, state law requires that the zoning ordinance be consistent with the general plan. This means the land uses allowed by the zoning ordinance must be compatible with the goals, policies and land uses specified in the general plan. To further strengthen the consistency regulation, the State Subdivision Map Act requires that tentative and final subdivision maps cannot be approved unless the design and improvements are found to be consistent with the general plan.

The city will use the following general policies and land use classification measures as necessary to maintain consistency.

General Policies

- 1) Amendments to the Zoning Code, the Subdivisions Code and other implementation measures will be approved only if they are consistent with the General Plan.
- 2) Upon adoption of the General Plan, or any amendment, the city will amend the Zoning Code, the Subdivision codes and other implementation measures as necessary to maintain consistency.
- 3) The general test of consistency will be based on an evaluation of whether or not the implementation measures further the goals and policies of the General Plan.

Land Use Classifications

- 1) Low Density Residential means land designated exclusively for single family residential development.
- 2) Medium Density Residential means land designated for both single and multiple family residential development.
- 3) High Density Residential means land designated for multiple family residential development.
- 4) Commercial means land designated for commercial uses. (Note: Some residential uses are permitted in commercially designated areas, subject to issuance of a use permit.)
- 5) Industrial means land designated for industrial uses.
- 6) Public and Quasi-Public means land designated for public or quasi-public uses.

FIGURE 7
CONSISTENCY MATRIX

	<u>Zoning Code</u>														
General Plan Land Use Classification.	R-1	R-2	R-3	R-4	C-1	C-2	C-3	CH	ML	M-1	M-2	OS-1	OS-2	A	FP
Low Density Residential	•	•	•	•											
Medium Density Residential			•	•											
High Density Residential				•											
Commercial					•	•	•	•							
Industrial									•	•	•				
Public and Quasi-Public												•	•		
Natural Open Space												•	•		
Urban or Enhanced Open Space												•	•	•	•

• Denotes zoning is consistent with General Plan

- 7) Natural Open Space means land designated for natural resource conservation and recreation areas.
- 8) Urban or Enhanced Open Space means land designated for parks, agriculture, public utilities and mineral extraction uses.

The location of the above land use classifications are illustrated in Figure 19, the Land Use Policy Map (map insert).

4. Land Use Goals And Policies

Goal for Residential Land Use: To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

Policies for Existing Residential Land Use:

- 1) To prevent the intrusion of incompatible uses into stable existing residential areas
- 2) To preserve and enhance the quality of existing residential areas by continuing active programs for high-quality public services, the rehabilitation of useful units, and the removal of seriously sub-standard units.
- 3) To continue programs for the prevention and removal of blight using all public and private resources available including enforcement of all codes, neighborhood rehabilitation and redevelopment.
- 4) To encourage active involvement of individual and organized citizens in the maintenance and upgrading of existing residential neighborhoods.
- 5) To encourage preservation and adaptive reuse of significant historic structures.

Policies For New Residential Land Use:

- 1) To insure that new residential development is compatible with existing neighborhoods
- 2) To make lands available outside of the city limits for residential development only upon demonstrated need.
- 3) To designate residential land according to the following scale:

Low density	1 - 12 units per acre
Medium density	Maximum of 24 units per acre
High density	Maximum of 48 units per acre

Goal For Commercial Land Use: To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future city needs.

Policies for Commercial Land Use:

- 1) To promote the retention and renewal of the central business district and the redevelopment area as the commercial center of the city.
- 2) To encourage office - professional uses in commercial centers
- 3) To mitigate or minimize any conflicts with other land uses, especially residential, park, and recreational uses. New commercial establishments shall be carefully integrated into the surrounding area.

Goal for Industrial Land Use: To provide sufficient land designated for industrial uses that are compatible with the existing community.

Policies for Industrial Land Use:

- 1) To require that industrial land uses be buffered from and protected from encroachment by residential or other incompatible land uses.
- 2) To encourage industrial land uses that do not harm the environment or pose danger to city residents.
- 3) To designate land for industrial uses sufficient to meet future city needs, but limited to uses that will not negatively impact existing neighborhoods.

B. OPEN SPACE CONSERVATION AND RECREATION ELEMENT

The open space, conservation and recreation element provides a description of the lands and waters that are unimproved and are to be devoted to natural uses through land use designation; a description of conservation efforts that will protect and maintain natural resources; and a description of existing and planned recreation sites and facilities.

1. Description Of Existing Conditions

The majority of the Marysville planning area is either urbanized or under intensive agricultural production. Therefore, only a few areas are relatively undisturbed by human activities. Existing natural habitat areas consist primarily of riparian (streamside) habitat along the Yuba and Feather Rivers, and limited areas of undisturbed grassland. The Simmerly-Jack Slough area north of Marysville is also of significance in terms of wetlands habitat. While a variety of wildlife exists in these areas, no rare or endangered species are known to inhabit the planning area. Migratory waterfowl along the Pacific Flyway use the Marysville vicinity as a winterizing area.

Productive resources in the Marysville area include sand and gravel deposits, prime agricultural lands, and high quality groundwater. Sand and gravel deposits are located in and adjacent to the Yuba River. Surface soils are sandy loams and river silt deposits which are classified as being good or moderately good for agricultural purposes. High quality groundwater supplied by the California Water Service is the source of domestic water for the city.

A variety of park and open space areas exist in the Marysville area. Within the city, Ellis Lake, North Ellis Lake and East Park Lake provide the largest open space areas. A variety of smaller neighborhood parks are also located throughout the city. School grounds are an additional type of open space utilized for recreational purposes.

Riverfront Park, a regional recreational facility comprising close to 200 acres, is located along the east bank of the Feather River within the corporate limits of the city. Park amenities include boat launching areas, swimming and beach facilities, camping areas, picnicking areas, motorbike trails, hiking trails, a softball complex, an open play area, an amphitheatre, a nature area and BMX facilities.

Approximately 17 miles of commuter and recreational bikeways are planned within Marysville and the surrounding area. Within the city, the bikeway system has been planned so that it connects all major open space, commercial and educational areas.

2. Park Standards

Park standards provide a reference point from which existing and proposed facilities can be evaluated in light of existing and projected needs. Standards represent general "rules of thumb" as far as type, location, and size of parks within the community. The standard adopted for

use in Marysville is the "population ratio" standard, which relates park area by size and type to the population served. The general desirable standard is ten acres of public recreation areas within or adjacent to a community per 1000 people. That standard is further broken down by park type.

Mini Parks are small, casual park areas whose size and location vary with availability of vacant land within existing developments. Use is generally intended for the very young or the very old. Sizes range from a few hundred square feet to an acre. No minimum standard is recommended.

Neighborhood Parks should, if possible, be located adjacent to elementary schools and serve about a square mile of the community. Facilities such as playgrounds, picnic areas, and benches should be found in neighborhood parks. Major landscaping and night lighting should also be present. The recommended standard for neighborhood parks is 2.5 acres per 1000 population with a minimum size of five acres.

Community Parks should provide large areas for diverse recreation activities not usually accommodated in neighborhood parks. Situated near secondary schools, when possible, community parks might include tennis courts, a swimming pool, and picnic areas. They should have off-street parking and be distributed within 1-3 miles of each home. The recommended standard for community parks is 2.5 acres per 1000 population, with a minimum size of 20 acres.

Regional Parks are designed to serve large areas of population with intensive, multi-functional facilities for day and occasional night use. They should provide community residents a chance to get out of their normal living environments without having to travel very far. The regional parks should feature access to water (lakes and rivers) with boating and swimming opportunities, nature areas, hiking or riding trails and some sports facilities. The park usually serves those within a 30 minute drive which may be 50,000 to 100,000 people. The recommended standard for regional parks is five acres per 1000 population and a minimum size of 100 acres.

CITY OF MARYSVILLE PARK STANDARDS

Park Type	Size	Population Served	Acres Per 1000 Population	Effective Maximum Service Distance
Mini	500 sq. ft to 1 acre	variable	-	1/4 - 1/2 mile
Neighborhood	5 - 20 acres	2,000-8,000	2.5 acre/1000	1/2 - 1 mile
Community	20-100 acres	8,000-40,000	2.5 acre/1000	1 - 3 miles
Regional	100 acres or	50,000-100,000	5 acres/1000	30 minute drive

3. Existing Park Facilities

Marysville has a well developed park system which includes three mini parks, 12 neighborhood parks, the Unique Ellis/North Ellis Lakes Community Park, and River Front Regional Park. In addition, the three school grounds augment city recreation facilities, particularly for young people. The following chart lists the parks, their location and size.

All of the mini and neighborhood parks are planted with grass and have some shrubs and trees. Most of the parks have various facilities, including baseball fields and playground equipment.

CITY OF MARYSVILLE EXISTING PARKS

<u>MINI PARKS</u>		2.3
"D" Street Park	1st & D	1.2
Stephen J. Field Park	Rideout & Greely	1.1
<u>NEIGHBORHOOD PARKS</u>		33.6
Napoleon Square	5th & H	2.0
East Lake Park	14th & Yuba	9.4
Washington Square	10th & E	2.5
Motor Park	14th & H	2.1
Yuba Park	10th & Yuba	3.0
Miner Park	14th & Swezy	2.1
Triplet Park	Rideout & Covillaud	2.1
Basin Park	17th & Hall	2.4
Bryant Field	14th & B	2.1
E. Yorton Field	17th & Chestnut	2.1
Little League Park	14th & I	1.1
Gavin Memorial Park	Val Drive & Johnson	2.7
<u>COMMUNITY PARK</u>		
Ellis/N. Ellis Lakes	14th & B	37.2
<u>REGIONAL PARK</u>		
River Front Park		193.0
TOTAL		<u>266.1</u>

Analysis:

The current (1984) population is estimated to be 10,450 persons. For planning purposes, the maximum population size is assumed to be approximately 11,500 persons upon full residential build-out of the existing city area. Any future annexation would likely result in a significant population increase in excess of this figure.

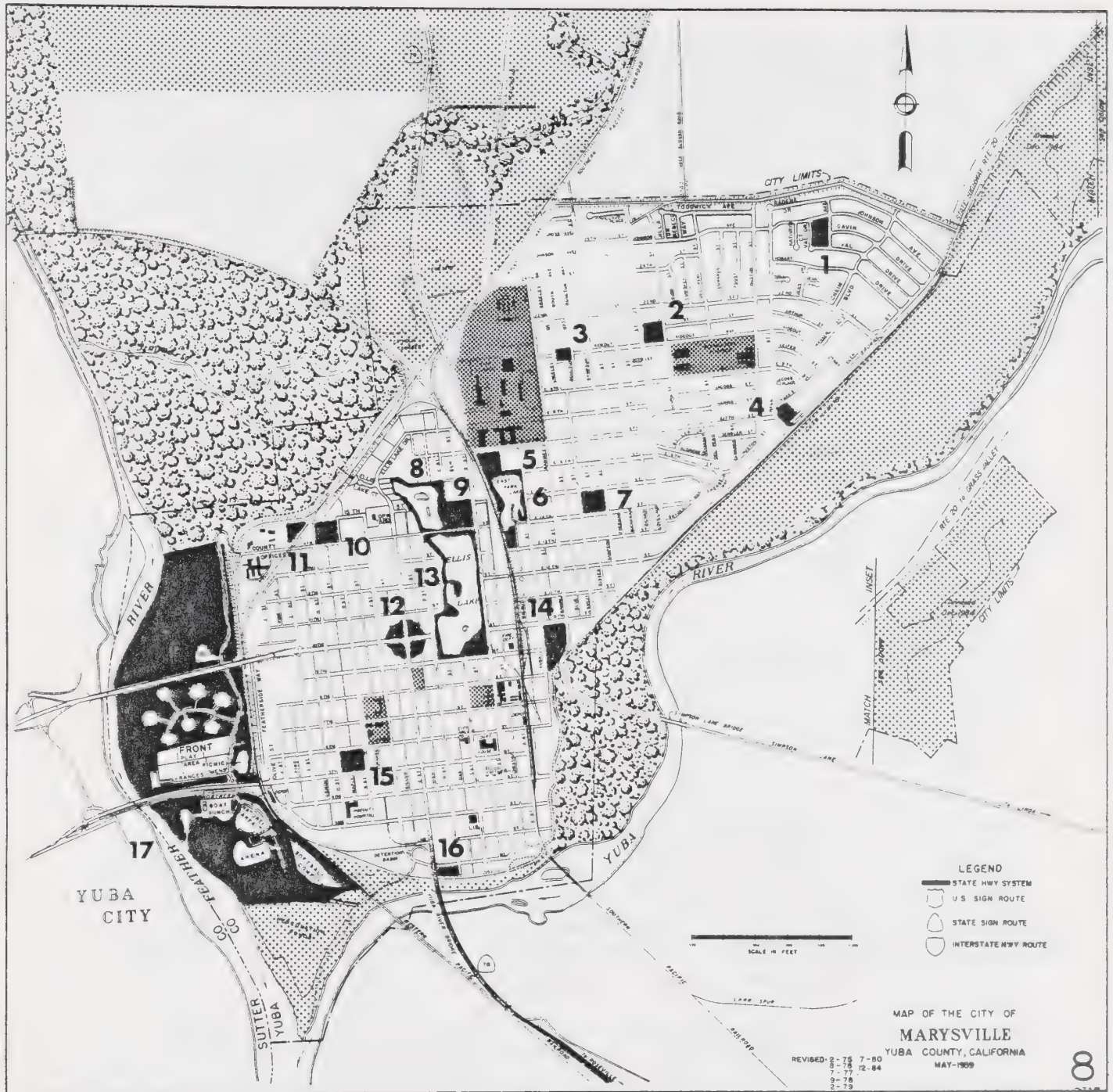


Figure 8

OPEN SPACE, CONSERVATION AND RECREATION POLICY



PARKS



SCHOOLS



NATURAL OPEN SPACE



ENHANCED OPEN SPACE

1 GAVIN MEMORIAL PARK

2 TRIPLETT PARK

3 STEPHEN J. FIELD PARK

4 BASIN PARK

5 EARLE YORTON FIELD

6 EAST LAKE PARK

7 MINER PARK

8 NORTH ELLIS LAKE

9 BRYANT FIELD

10 MOTOR PARK

11 LITTLE LEAGUE FIELD

12 WASHINGTON SQUARE

13 ELLIS LAKE

14 YUBA PARK

15 NAPOLEON SQUARE

16 D STREET PARK

17 RIVER FRONT PARK

The previously described standards indicate a present need for approximately 105 acres of parks (10 acres per 100 population) in the form of four neighborhood parks, one community park and one regional park. The projected population would indicate the need for possibly one additional neighborhood park. The current two mini parks, 12 neighborhood parks, one community park and one regional park totaling 266 acres exceed standards by almost threefold. None of these figures take into consideration school grounds and facilities.

A closer inspection of the city's park system indicates some variances from park standards. First, while the standards indicate a five acre minimum size for neighborhood parks, all but two of the city's parks are half that size or less. Only one of Marysville's neighborhood parks (East Lake) exceeds minimum standard size. On the other hand, all but three small areas of the city are within 1/4 mile, or easy walking distance without major barriers, of a neighborhood park. Every home in the city is within 1/2 mile of a park.

With regard to facilities within each park, the standards are less specific (than with size and location) which means a less well-defined measure for the existing facilities. All parks have trees and turf and most have benches, trash containers and water fountains. Restrooms and lighting are less prevalent. Six of the eleven neighborhood parks have play equipment for children, as does Stephen J. Field and River Front. Three of the neighborhood parks have baseball diamonds with backstops.

4. Open Space/Conservation Action Plan

The planning area contains a significant amount of land devoted to open space, conservation and recreation uses. Within the existing city area, the predominant type of open space is that devoted to park land. Since the existing city area has more park area per population size than specified under the city park standards, it is not anticipated that additional parks will be developed within this area. The exception may be the provision of some form of open space area within the redevelopment area during the course of redevelopment.

The Marysville City Council, as a body, functions as the head of the city's Recreation Department, and generally supervises all recreation programs sponsored by the city. The Marysville Municipal Code specifies that park and recreation areas within the city shall be used and maintained for the general benefit and entertainment of the public. Regulations set forth in the code govern use of all park and recreation areas. The city imposes various types of user fees, which are used for the maintenance of existing park facilities.

Action Plan for Existing Open Space/Conservation Needs:

- 1) The city will continue to collect park user fees for the maintenance of existing park and recreation facilities.
- 2) The city will continue to include park and recreation improvement and maintenance projects in its capital improvement programming.

- 3) The city will continue to apply for all available state and federal grants to be used for the preservation and enhancement of open space, conservation and recreation areas.
- 4) Natural Open Space designations will continue along the Yuba and Feather rivers, and along Simmerly-Jack Slough. In designating all natural riparian areas as Natural Open Space, the city is preserving a natural resource and protecting those areas from any type of development.
- 5) The city will continue its program to provide equipment, such as picnic tables, benches, trash cans and drinking fountains, at all neighborhood parks, and will adequately maintain or replace such equipment when necessary.
- 6) Play equipment should be provided at Basin Park, as should sand lots at Napoleon, Miner, and Triplett Parks.
- 7) The city will continue its long term revitalization program to beautify and upgrade all city parks through such measures as the planting of shrubbery and ground covers, and the development of a uniform park sign system.
- 8) The city will complete improvements to River Front Park, as planned.
- 9) The city will continue to work jointly with the school district to establish a lighted baseball facility to augment existing city recreation facilities.
- 10) The city will implement the bikeway plan as soon as is feasible.

Action Plan for Future Open Space/Conservation Needs:

In the event that future residential growth occurs outside of the existing city area, additional park and recreation facilities will be necessary to serve the increase in population. The following measures are intended to insure the adequate provision and upkeep of such facilities.

- 1) The dedication of park land will be a condition of new development outside of the existing city area. The city will require developers to dedicate the maximum amount of park land provided for by state law, to assure an adequate supply of park facilities to serve city residents.
- 2) The minimum amount of park land to be developed, and the location of such land, shall be determined based upon the park standards previously set forth in this element.
- 3) The city will establish and collect user fees for the maintenance of new park facilities.
- 4) Park and recreation maintenance and improvement projects for all new park facilities will be included in the city's capital improvement programming.

- 5) The city will apply for all state and federal grants available for the maintenance and improvement of new park and recreation areas.

5. Open Space, Conservation, and Recreation Goals and Policies

Goal: To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens needs.

Policies for Outdoor Recreation:

- 1) To preserve the lakes as major open space areas within the city and continue to improve the recreational uses surrounding the lakes and the aesthetics of the shorelines.
- 2) To encourage compatible recreational uses in floodplains of the Feather and Yuba rivers.
- 3) To provide and maintain adequate outdoor recreational facilities within all residential areas.
- 4) To promote the maximum provision of recreational open space in future residential areas.
- 5) To provide for the maximum use of public open space by the use of such areas for outdoor recreation.
- 6) To provide facilities in accordance with park standards.
- 7) To provide recreation programs that meet citizens needs.
- 8) To support and cooperate with volunteer groups and organizations that provide recreation activities for young people.

Policies for Conservation and Preservation of Resources:

- 1) To encourage the preservation of wildlife habitat areas.
- 2) To protect the fisheries of the adjacent waterways.
- 3) To protect historically significant areas and encourage their preservation and rehabilitation.
- 4) To ensure that existing natural resources areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.
- 5) To encourage energy conservation in new developments.
- 6) To promote continued agricultural use of prime soils in the planning area.

- 7) To work with Yuba County to identify and protect aquifer recharge areas.
- 8) To permit open space and conservation land use within floodplains.
- 9) To eliminate such uses in the floodplain where continued use would pose a danger to the public health, safety, or welfare.
- 10) To take proper steps to assure that floodplains, waterways, ground water recharge areas, and areas with a high water table will not be polluted or contaminated.
- 11) To maintain the air in the community as free from unnecessary air pollutants as is feasible.

C. CIRCULATION AND SCENIC HIGHWAYS ELEMENT

The general well-being of a modern day city is dependent upon its ability to efficiently and safely transport people and goods within, and through the area. The circulation and scenic highways element provides a plan of how the city will coordinate transportation and circulation activities, promote efficient travel, and make efficient use of existing and proposed facilities and public utilities transporting goods and people. This is accomplished by describing the current situation, the problems inherent in the system, and the existing scenic highways. Future needs are also discussed. Goals and policies to create an efficient and safe transportation system are presented.

1. Description Of Existing Condition and Facilities

Streets and Roads

Marysville has no freeways within or near its jurisdiction; however, two state highways intersect at the center of Marysville. Route 20 runs east and west connecting Marysville with Yuba City via the Feather River Bridge. It runs east along Tenth Street, turns south at E Street and east again on Ninth Street, until it turns north on B Street. It turns east again on E. 12th Street and continues northeast to Grass Valley. Route 70 runs north and south going down B Street, turning west on Ninth and south on E Street.

Principal arterials include the state routes described above and Fifth Street. These arterials are intended to carry large volumes of through-traffic efficiently. A secondary function is to provide access; however, this function often conflicts with the function of moving through-traffic.

Collector streets carry traffic from neighborhood residential streets to arterials but are not designed to carry large volumes of through-traffic. Streets identified as collector streets include: 22nd, Hall, Covillaud, Ramirez, E. 10th, 14th and H Streets.

The remainder of the streets are local streets, whose principal function is providing access to property. While moving traffic is a necessary function of local streets, they are not designed for high volume through-traffic.

The predominant circulation problem in Marysville is traffic congestion in the downtown area. The principal arterials involved are E Street and State Highway 20. Congestion results from high volumes of through vehicular traffic in combination with local traffic. The meandering route of Highway 20 intensifies this problem.

To further complicate transportation activity, the Feather River, which separates Marysville from Yuba City on the west, and the Yuba River, which comes in on the eastern side of Marysville, converge at the southern end of the city. Thus, to leave Marysville to the west, east or south, one of four bridges must be used. Two bridges, the Feather River Bridge and the Twin Cities Memorial Bridge, connect Marysville and Yuba City. The Yuba River Bridge leads south and the Simpson Lane Bridge, southeast.

Another major traffic problem is the B Street Underpass at the Southern Pacific Railroad. All traffic proceeding from Marysville to the north, toward Oroville, must utilize this railroad underpass, which has only one lane of traffic in each direction. The lanes are separated by a narrow steel girder median supporting the railroad tracks. The narrowness of the underpass has caused a problem of collisions, with vehicles hitting the center divider or the abutment walls. The height of the underpass also causes clearance problems for large trucks over 14 feet, 2 inches and oversized vehicles. Large vehicles must be routed along the eastern periphery of the Marysville High School in order to avoid the undercrossing.

In addition, there is a pedestrian tunnel on the east side of the street, which allows high school students to walk to and from Marysville High School. The lighting is poor or non-existent within the tunnel and underpass itself.

Figure 9 shows the annual average daily traffic counts and peak hour counts at various points along Marysville's major routes. It is a graphic depiction of the congestion along routes 20 and 70, especially where the two routes overlap, and on the Feather River and Yuba River bridges.

There are several intersections in the Marysville/Yuba City area that are currently considered to be at or near capacity during morning and afternoon peak traffic periods. This translates into a level of service of "D", "E", or "F". (See chart below for service definitions.) The following Figure 10 shows the intersections where problems occur. Many of the intersections along routes 20 and 70 are congested, as well as the entrances to the Twin Cities Memorial Bridge and the Feather River Bridge.

Level of Service Definitions

Level of Service	Intersection	Highway
"A"	Uncongested operations, all queues clear in a single-signal cycle.	Free flow vehicles unaffected by other vehicles in the traffic stream
"B"	Uncongested operations, all queues clear in a single cycle	Higher speed range of stable flow. Volume 50 percent of capacity or less.
"C"	Light congestion, occasional back-ups on critical approaches.	Stable flow with volumes not exceeding 75 percent of capacity.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.	Upper end of stable flow conditions. Volumes do not exceed 90 percent of capacity.
"E"	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	Unstable flow at roadway capacity. Operating speeds 30-25 MPH or less.
"F"	Total breakdown, stop-and-go operation.	Stop-and-go traffic with operating speeds less than 30 MPH

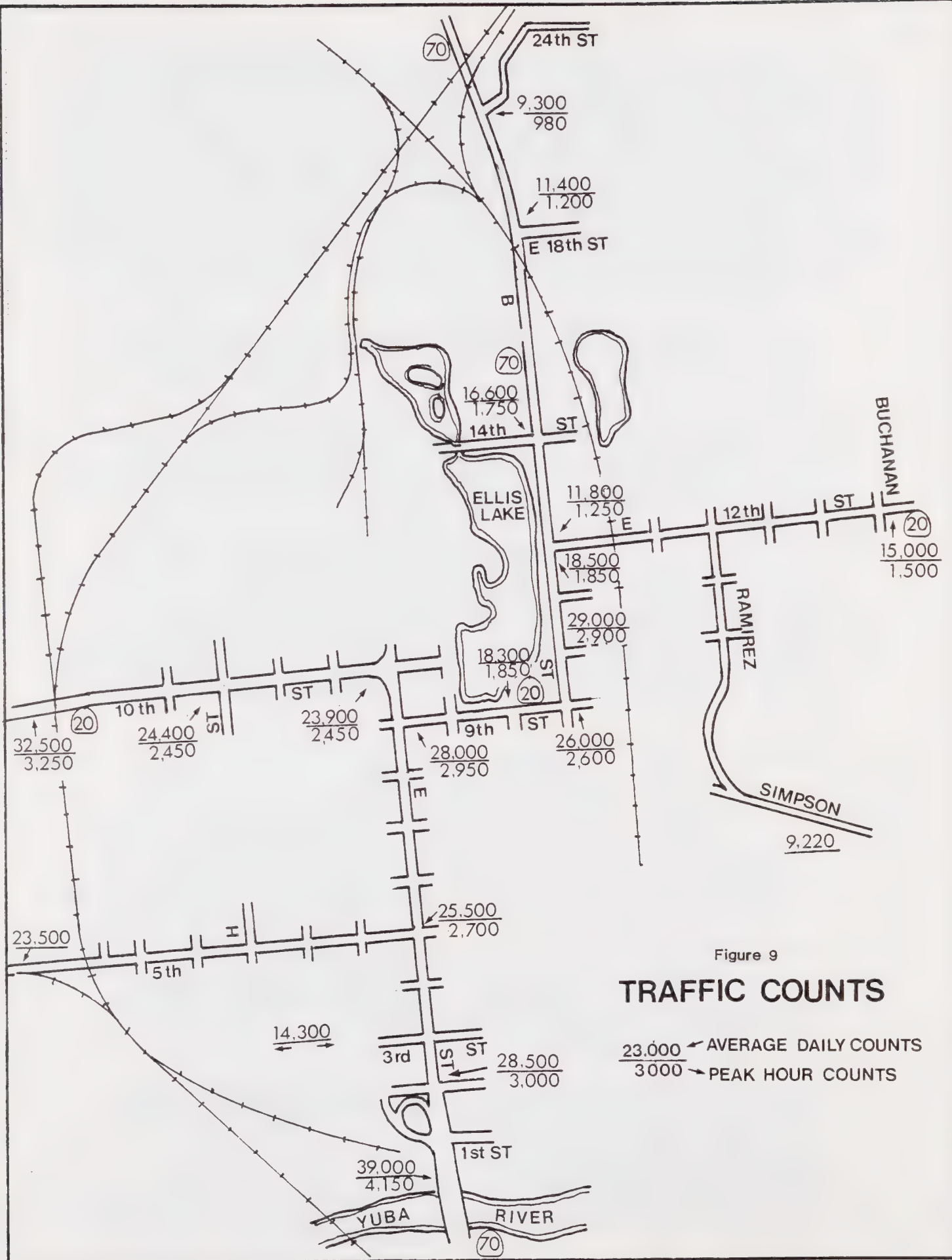


Figure 9

TRAFFIC COUNTS

23,000 ← AVERAGE DAILY COUNTS
3,000 → PEAK HOUR COUNTS

Streets and intersections which are heavily congested are also where most accidents occur. Figure 11, depicting accident data compiled by the Marysville Department of Public Works, shows that many accidents occurred in 1983 along State Routes 20 and 70 , and the approach to the Twin Cities Memorial Bridge. The intersection of Fifth Street and E Street (Highway 70) had a particularly bad accident record. Forty-one accidents occurred at or near this intersection; six involved injuries. On Highway 20, from the Feather River Bridge to F Street, 77 accidents occurred with 18 involving injuries. Forty-five accidents occurred at or near the Twin Cities Memorial Bridge; 10 involved injuries. Other areas with accidents are delineated on Figure 11.

Bus Transit Services

Transit service in Marysville is operated by the Hub Area Transit Authority (HATA), a system encompassing transit for both Sutter and Yuba Counties. The system consists of three types of service: 1) Hub Area Shuttles - fixed-route service in the Marysville-Yuba City urban area; 2) Dial-a-Ride service in the Marysville-Yuba City urban area; and 3) Rural Area Fixed-Route service in Sutter, Yuba and Sacramento Counties.

HATA provides four urban fixed routes to Marysville. Two of these routes connect Marysville to Yuba City via State Route 20. A third route leads from Marysville to Linda with a connecting line to Olivehurst. The fourth route runs internally in Marysville. The service operates weekdays from 7 a.m. to 6 p.m.

Dial-a-Ride service operates seven days a week from 7 a.m. to 7 p.m. on weekdays and 9 a.m. to 3 p.m. on weekends. Ridership eligibility is unrestricted unless the rider's destination is within one quarter mile of the shuttle service. The rider is then required to ride the shuttle unless the rider is elderly or handicapped.

The Rural Service is centered around the departure point at Montgomery Wards on 10th and E Streets in Marysville, with four different routes leading out from this point, to Live Oak, Challenge, Wheatland and Sacramento.

Greyhound Bus Lines provide intercity service. Services to Marysville include eleven daily scheduled stops, with connections to any destination in the country.

Railroad Service

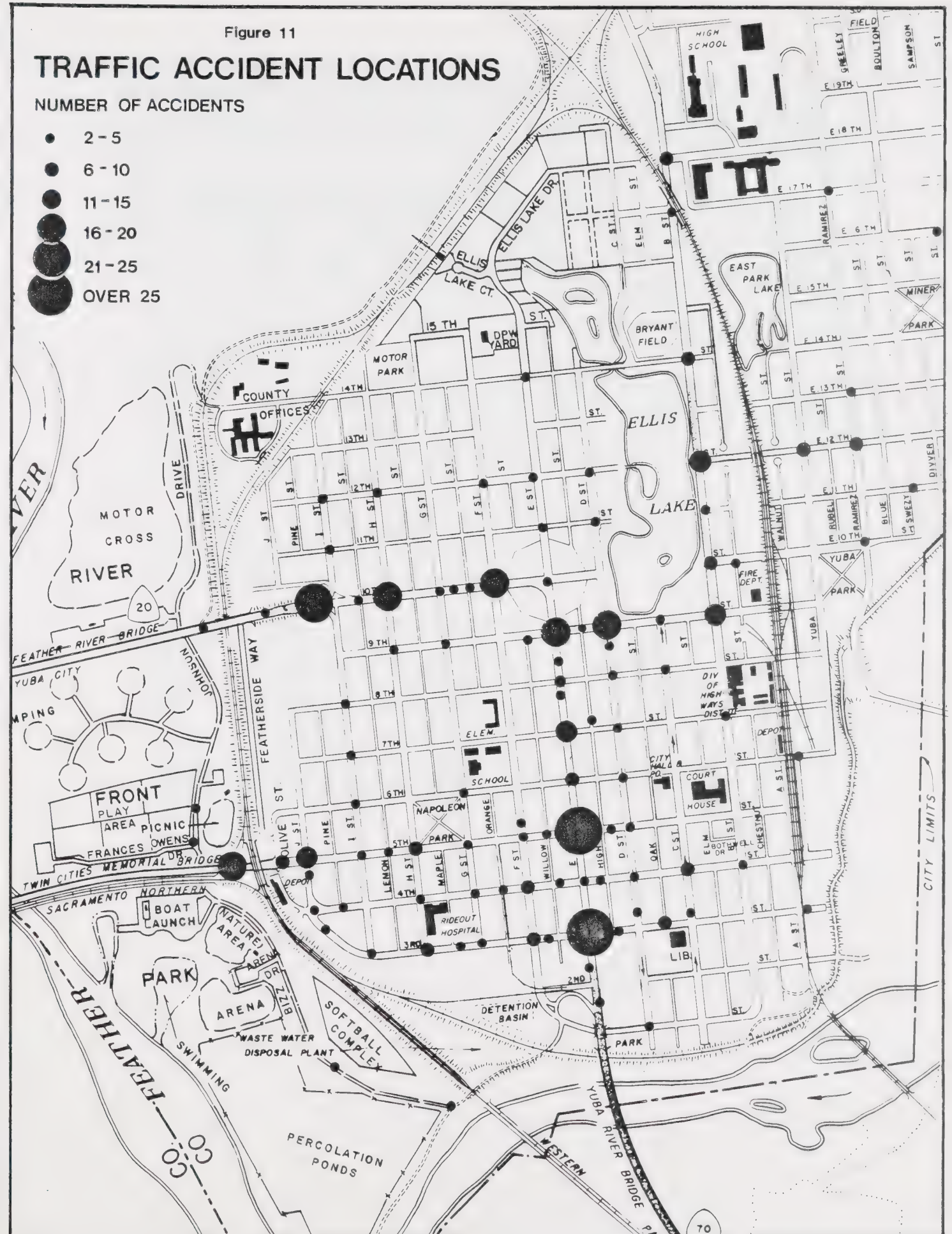
Two major railroad companies, the Western Pacific Railroad and the Southern Pacific Railroad, provide transcontinental freight services to Marysville. Both companies have interchange switching facilities and terminals in the city. These facilities are adequate to meet the needs of rail goods movement generated in the Marysville area.

Figure 11

TRAFFIC ACCIDENT LOCATIONS

NUMBER OF ACCIDENTS

- 2 - 5
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 25
- OVER 25



Passenger service to and from Marysville is provided by Amtrak. Service connects Sacramento, Marysville, Chico and on up to Seattle.

Bicycle Paths

To date, bicycle use in Marysville is limited to the existing streets, without bike lane delineations. In 1975, a consultant's bike-way plan was adopted by the City of Marysville. This plan contained a total of 16.9 miles of commuter and recreational bikeways in Marysville and surrounding areas. Because of lack of funds, however, construction has not yet begun.

Scenic Routes

The only existing scenic route is along Highway 70 crossing the Yuba River Bridge entering Marysville. This provides a scenic view of the river.

2. Future Circulation And Scenic Highways

Because Marysville is virtually built out, the need for creating new streets is minimal; however, there is a need to seek solutions to traffic congestion.

a. Third Bridge Crossing over Feather River

In December of 1982, the Sacramento Area Council of Governments studied the issues of a proposed third bridge crossing over the Feather River. Of the five suggested sites for crossing, two north of the existing bridges and three south, it was determined that the southern crossing at the Lincoln Road-Erle Road alignment would be the most advantageous.

This alternative would link Routes 65/70 in Yuba County with Highway 99 in Sutter County south of Yuba City and Marysville. Through-traffic wishing to cross from one highway to the other would no longer have to cross over by travelling through the downtown sections of both Yuba City and Marysville.

Most of the population and economic growth is expected to occur south of the Marysville/Yuba City urban area. A southern crossing will facilitate and encourage growth in this area plus provide more direct access to the Yuba County Airport.

This alternative would result in a greater areawide savings in vehicle minutes and miles traveled on the area's streets and roads. Also, two recent improvements made to the roadway system of the Marysville/Yuba City area would be utilized. These are the new Erle Road interchange with Route 65/70 and the Pasado Road underpass.

For a more complete discussion of this issue, consult Study of Issues Surrounding the Proposed Third Bridge Crossing of the Feather River published by the Sacramento Area Council of Governments, December 1982. Figure 12 depicts the location of the proposed crossing.

Caltrans has not determined where the third bridge crossing should be located. The City of Marysville has requested that the study area include a northern crossing and a Highway 70 and Highway 20 corridor route.

b. Truck Route System

There is a critical need to manage truck traffic within Marysville to minimize congestion and undesirable noise. Trucks using Routes 20 or 70 must travel through the heart of Marysville, causing congestion, and air and noise pollution, without adding significantly to Marysville's economy. Ideally, these trucks should be routed around Marysville.

Currently trucks are routed through Marysville via the two state routes (see Figure 13). The map also delineates a local route for trucks wishing to cross Simpson Lane Bridge. Trucks are authorized to use other designated streets by permit only. Some trucks must avoid the B Street Undercrossing due to the height or size of the vehicle.

In 1980, the city of Marysville commissioned Louis F. Butz and Associates and TJKM (transportation consultants) to study the possibility of extending E Street north over the railroad tracks to alleviate traffic congestion and avoid the B Street underpass. According to the study, this extension would not solve the congestion and truck routing problem. The extension would create a major intersection at 10th and E Streets, which would be unacceptable due to the heavy traffic and its close proximity with a large turning movement at 9th and E Streets. Thus, until traffic can be routed around Marysville or a new bridge is built, there is little more that Marysville can do to alleviate traffic congestion.

c. B Street Underpass

Whether or not a route avoiding the B Street underpass can be found, improvements to the underpass will have to be made. Lighting needs to be improved for both pedestrian and motor vehicle traffic and steps must be taken to help motorists avoid hitting the center divider or walls of the underpass.

d. Annexation of Land

Now that vacant land within the existing city limits is virtually built out, annexation and development north of the city may be considered. Annexations will almost certainly require new streets and roads.

The annexation of land northeast of Marysville and east of Highway 20 was done in December 1984. This land holds Marysville's refuse site at present. Potentially, this land could be developed for industrial use because it has easy access to Highway 20.

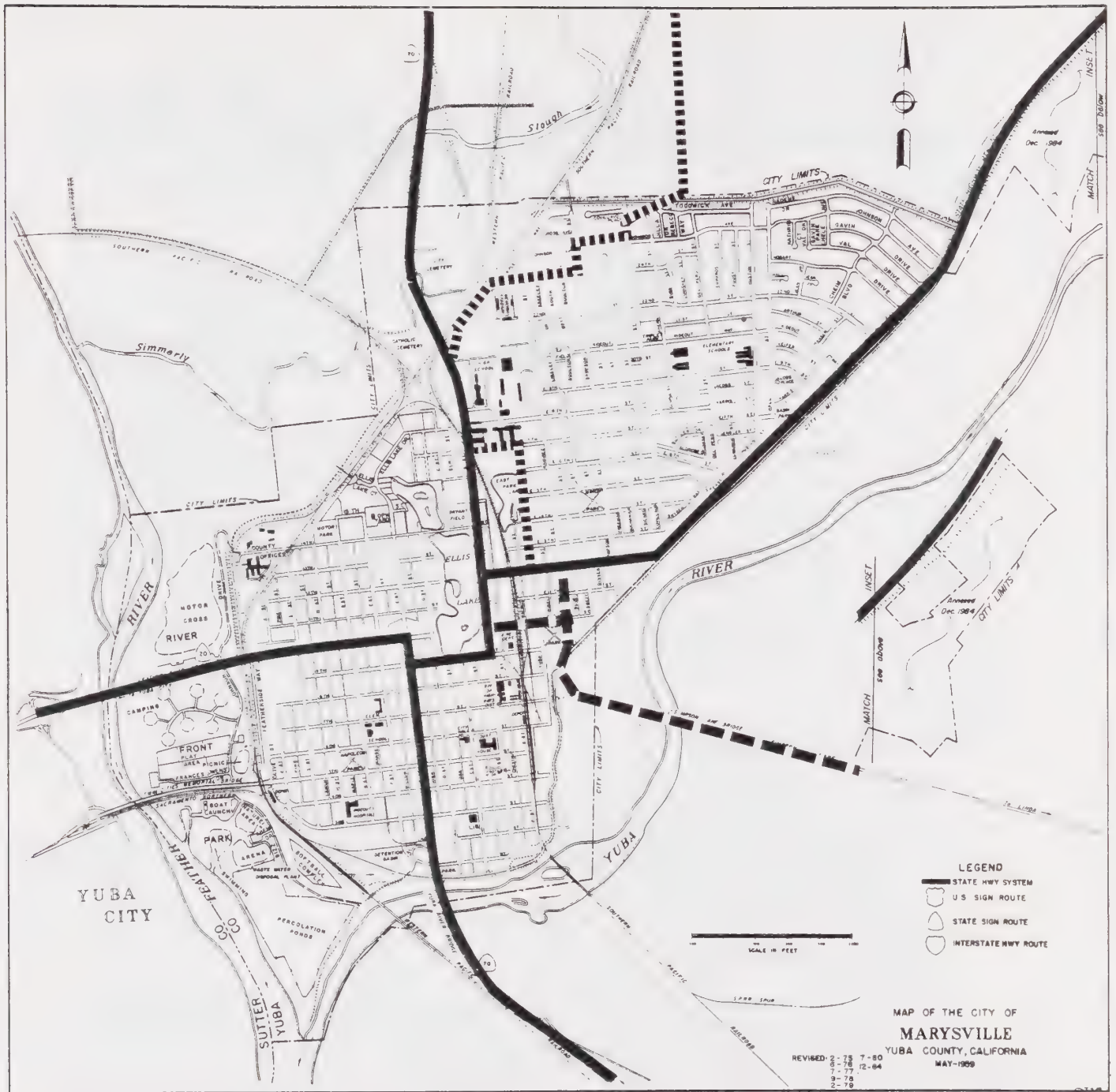


Figure 13

DESIGNATED TRUCK ROUTES

- STATE HIGHWAY
- - - -** LOCAL
-** BY PERMIT ONLY

The Simmerly-Jack Slough Area, east of the Southern Pacific railroad tracks and west of Highway 20 is presently undeveloped; however, potential for development exists. If residential or industrial development does occur, it will be necessary to decide whether to extend existing roads or develop new streets to service this area. Currently, the only continuous access road is Simmerly-Jack Slough Road, which is an extension of 26th Street over the north levee. The sole use of 26th Street/Covillaud Street as a thoroughfare connecting downtown and Simmerly-Jack Slough should depend on the type and degree of development. If substantial growth does occur, a viable alternative might be the creation of an additional access, for example, the extension of Sampson Street and Huston Street channeled to 22nd Street. Traffic from Sampson Street could be channeled to 24th Street and then onto Highway 70, thus dividing the anticipated heavy volume of traffic within the residential area. The old Southern Pacific right-of-way might also be considered for this purpose. Eastern access to the Simmerly-Jack Slough area could be provided directly onto Highway 20, where and when necessary.

e. Transit Service

The 1984 Sutter/Yuba Short Range Transit Plan identifies future needs of the transit system provided by HATA. These needs include: 1) expanding hours of service, 2) expanding the Urban Fixed-Route system to weekends, 3) adding more trips to Wheatland and the foothill communities, 4) actively marketing the transit services, 5) considering route productivities, and 6) monitoring service requests to help determine where service modifications or improvements need to be made.

These needs must be considered in conjunction with HATA's need to achieve a farebox recovery ratio of 19% by 1985/86. Currently, its recovery ratio stands at around 10-11 %. All increases in service must be considered in terms of how much increase in ridership will be obtained to help achieve a 19% farebox recovery ratio versus the cost of the added service.

3. Circulation And Scenic Highways Goals And Policies

Goal: To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

Policies:

- 1) To maintain existing streets in a safe condition and require that new streets be built to city standards.
- 2) To ensure that streets and highways will be available to serve new development.
- 3) To promote and support coordinated public transit service that meet residents' needs.
- 4) To promote pedestrian convenience through requirements for sidewalks, walking paths, and hiking trails that connect residential development with commercial, shopping, and employment centers.

- 5) To require landscaping and tree planting along major streets and highways.
- 6) To encourage a variety of building types along major streets and highways.
- 7) To support a new river crossing alternative which will lessen downtown traffic congestion caused by intra-urban traffic.
- 8) To provide a bikeway system as a safe and ecologically beneficial transportation mode alternative.
- 9) To encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic.

D. COMMUNITY SAFETY AND SEISMIC SAFETY ELEMENT

The community safety and seismic safety element provides a description of activities and services which provide protection from natural and manmade hazards.

1. Description Of Existing Conditions

a. Seismic Safety

There are no known seismically active faults in the planning area. The Oroville earthquake which occurred on August 1, 1975, and registered a shock intensity of 5.7 on the Richter scale, was felt in Marysville. While no damage was reported, the Marysville area was designated as Zone 3, the highest earthquake risk category. Much of northeastern California has also been designated as Zone 3.

In the event that an earthquake does occur in the Marysville area, there are three primary concerns. The first is the effect of ground shaking and the amount of damage which could result. The degree of damage would depend upon the intensity of the earthquake and the structural capabilities of buildings, bridges, utilities, highways and so forth. Second, there is also the possibility that a strong earthquake occurring during a time of high water could induce levee rupture with consequent flooding of the city. The third concern is that of potential damage to the Oroville Dam. If fracture or collapse were to result, inundation of Marysville would occur, the degree of which would depend upon the amount of damage to the structure and the quantity of water following the course of the Feather River.

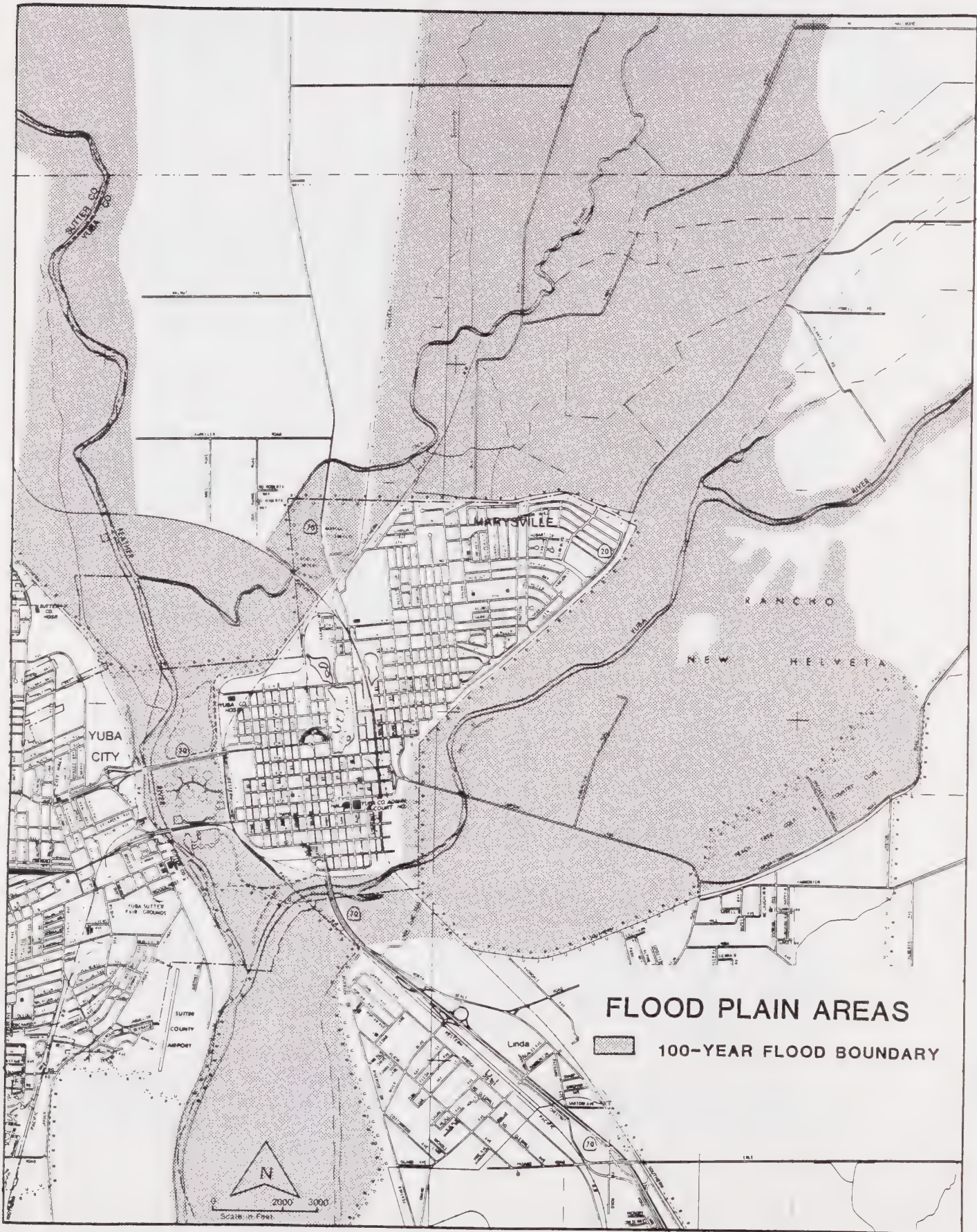
b. Flood Protection

The City of Marysville is located on the flood plain of the Feather and Yuba rivers, however, the city is entirely surrounded by a levee system which, along with the flood control water storage projects, provide a high degree of flood protection. The Marysville Levee Commission is responsible for the maintenance of the levee system surrounding the city.

In past years, Marysville has been flooded numerous times. Levee systems around the city were first installed in 1869, following the severe floods of 1861-62. Since that time, many levee improvements and additions have been made. The last major flood which occurred in December 1964, could potentially have been the most disastrous flood known to occur in the area, had not the Oroville Lake Project been partially constructed.

Lake Oroville and the Bullards Bar Reservoir, with capacities of 3,500,000 acre-feet and 960,000 acre-feet respectively, are flood control reservoirs which provide flood protection to the Marysville area.

FIGURE 14



In 1976, the U.S. Army Corps of Engineers conducted a flood insurance study for Marysville. The study concluded that with the extensive levee system and coordinated operation of the three flood control reservoirs, the city was judged to be protected for the magnitude of flooding that would occur on the average of once every 500 years (500 year flood).

Figure 14 illustrates areas surrounding Marysville subject to flooding.

c. Fire Protection

All areas in the City of Marysville area are adequately served at this time. Even in the event of 100% development of all land area of the city, the present fire station facilities should be adequate. Density of development is not a significant factor since existing equipment can effectively control fires in any structure with a density and height consistent with the present character of Marysville.

There is an area to the north of the city without service. The area could be served by the Marysville City Fire Department with a very minimal increase in equipment. To provide this service, the city department could contract with the residents of the area either through a fire protection district or a service district. Costs would be dependent on the level of service that people in the affected area wished to have. This arrangement could include the area north of the city to the county line and east to Spring Valley Road.

Detailed interjurisdictional assistance plans have existed for many years. These plans have been designed to meet the requirements of the State Office of Emergency Service. Recently, these required mutual aid plans have been voluntarily augmented to include automatic mutual response in the event of an alarm in specific critical areas.

d. Police Protection

Police protection in the planning area is provided by the Marysville Police Department in the city and by the Yuba County Sheriff's Department in the unincorporated area.

e. Hazardous Waste Management

The production, storage and transportation of hazardous materials within the city create the potential for accidents or spills. While the city has little control over the transportation through the city of hazardous wastes by truck or rail, it can require businesses located within the city to report the existence of such materials on an annual basis. Such reporting allows for the quick identification of hazardous materials in emergency situations.

Within the city, the Marysville Police Department, with the assistance of the Fire Department, is responsible for hazardous waste accidents. The Yuba County Office of Emergency Services also has a mutual aid agreement with the Sutter County Emergency Response Team. The team has special training and equipment useful in the event of certain types of accidents.

2. Future Community Safety And Seismic Safety

Development and expansion in the existing city area and in the planning area outside of the existing city will not pose natural hazards. Continued levee maintenance and prohibition of residential development in floodplain areas will help to minimize natural hazards.

Continuation of interjurisdictional assistance plans, continued improvements and updates of the city's emergency response plans and periodic drills by public safety personnel will help the city to be prepared for emergencies.

The implementation of a hazardous materials disclosure program will provide emergency response personnel and planners with data needed to adequately respond to emergencies, and will ensure that hazardous materials are not allowed near residential areas, schools, parks or other areas where people might be in danger of accidents.

3. Community Safety And Seismic Safety Goals And Policies

Goal: To minimize the danger of natural and manmade hazards and to protect residents and visitors from the dangers of earthquake, fire, flood, or other disaster.

Policies:

- 1) To enforce building codes, fire codes and city ordinances in regard to fire and fire protection. Continue to improve fire protection services, equipment and facilities as required and as economically as possible. Maintain adequate street widths for fire protection equipment, provide adequate turning radius.
- 2) To require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.
- 3) To maintain a current city emergency plan for use in emergency situations.
- 4) To prohibit development below 100 year flood levels.
- 5) To prohibit development along stream channels that would reduce stream capacity, increase erosion, or cause deterioration of the channel.
- 6) To require disclosure of hazardous materials by those using them within the city.
- 7) To develop and implement a hazardous materials cleanup code which allows the city to collect reimbursement for costs incurred from those responsible for hazardous waste spills.
- 8) To cooperate with federal, state and local authorities to insure that loss due to seismic activity is minimized.

- 9) To insure that future buildings and structures within the city are designed in conformance with state earthquake standards.
- 10) To require by ordinance that existing publicly owned buildings and publicly used buildings meet state earthquake standards, or that they have signs posted indicating that they do not meet state standards.
- 11) To develop, train and equip an emergency response team comprised of city personnel to cope with possible disaster situations.

E. NOISE ELEMENT

The noise element provides an analysis of community noise and the exposure to noise by citizens. The purpose of the noise element is to protect citizens from noise that could jeopardize their health or welfare.

1. How Noise Is Measured

The ambient noise of the community is all environmental noise, which is usually a composite of sound from many sources near and far. The noise of individual events, such as a passing car or train, an aircraft flying overhead or a lawn mower in the neighborhood, are superimposed on this composite of sound.

The human ear can hear frequencies from 20 to 20,000 Hz; although it does not hear them all equally well. In measuring sound frequency, the most widely used decibel scale is the A-weighted sound pressure level which is measured in A-weighted decibels or dBA. The A-weighted scale covers a frequency range of 400 to 12,000 Hz. Like the ear, it is more sensitive to the higher, rather than the lower frequencies. The measuring unit "decibel (db)" is used to express the relative loudness of sound. Each time the intensity of sound is doubled, there is an increase of 3 decibels; and each time the intensity is multiplied by 10, there is an increase of 10 decibels. Most people judge each increase of 10 db to be twice as loud.

CNEL and Ldn are descriptions of daytime noise levels. They are a weighted average of daytime and nighttime sound levels, with the nighttime noise being weighed more heavily. Ldn or CNEL differ slightly, but for the purposes of this Noise Element will be regarded as being the same. Figure 15 shows the correlation between measured Ldn values and various types of community noise.

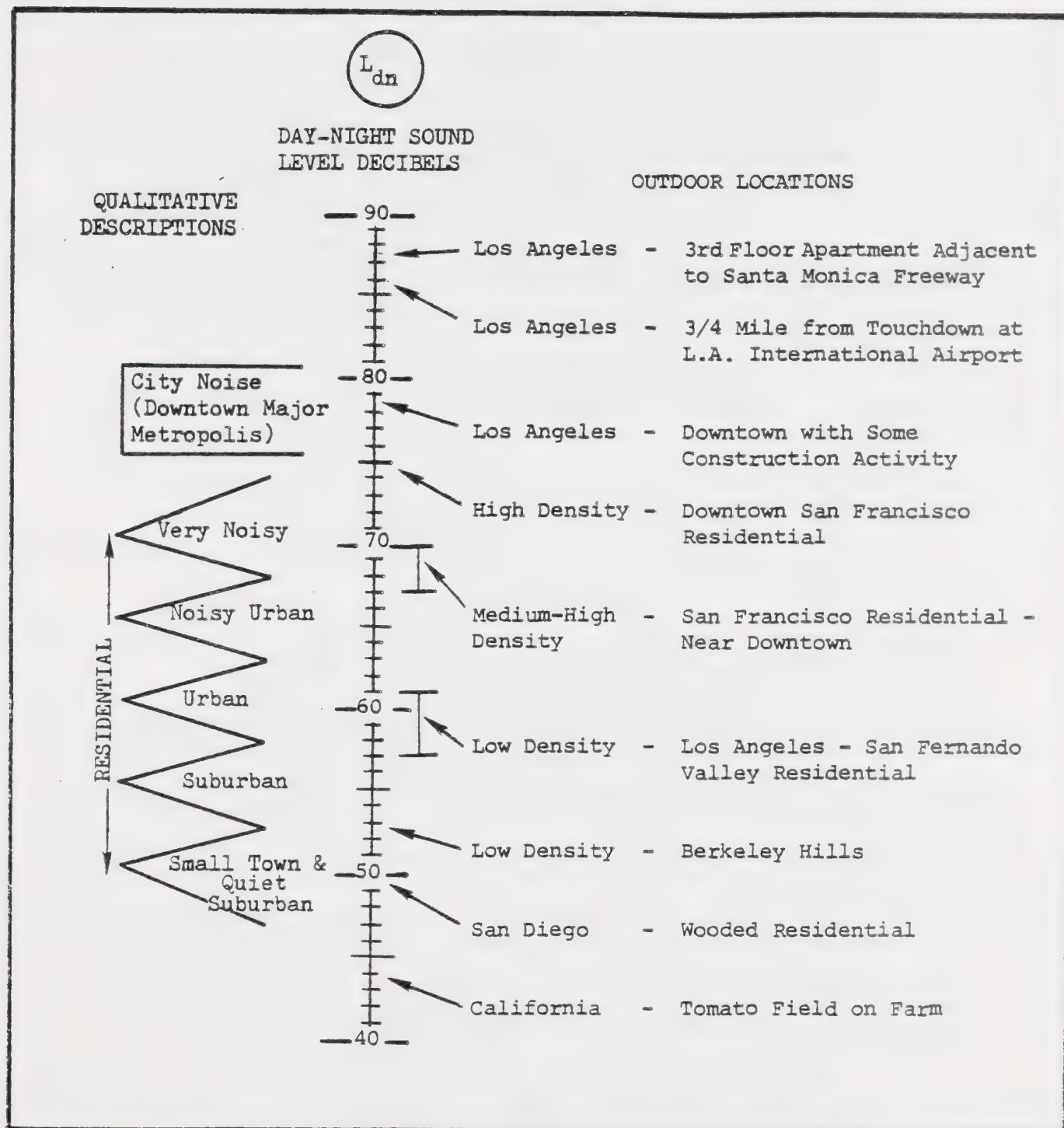
2. Existing Conditions

Noise in the planning area is primarily from vehicular traffic and railroad operations, with some impact from aircraft operations. There are no existing industrial activities that generate noise at levels causing residents to be uncomfortable.

a. Traffic Sources

Vehicular traffic, including autos, trucks, buses, utility, and maintenance vehicles, generally establish the ambient sound (normal background sounds) in a community. This ambient level varies throughout the day based upon the intensity of other community sound sources. Furthermore, the ambient level is dependent upon traffic flow rate, average vehicular speed, distance to sound receivers and the ratio of types of vehicles. Superimposed upon this ambient level are the intrusive, single-event sounds emitted from "specially equipped" trucks, cars and motorcycles. All vehicular sounds are attributable to four sources: rolling stock (tires, gears, etc.), body rattles, vehicular aerodynamics and engine noises.

FIGURE 15
COMMUNITY NOISE EQUIVALENTS



RANGE OF TYPICAL OUTDOOR NOISE ENVIRONMENTS
EXPRESSED IN TERMS OF DAY NIGHT SOUND LEVEL (L_{dn}), dB

In Marysville, the major source of noise is produced by vehicular traffic travelling on State Highways 70 and 20. The following noise contour tables have been prepared to illustrate present and future noise exposure levels.

FIGURE 16
NOISE CONTOUR TABLE

	1985 Noise Contours (L _{dn})					2005 Noise Contours (L _{dn})				
	Traffic Volume (ADT)	Noise Contours (L _{dn}) Distances to Contours From C.L. of Near Lane				Traffic Volume (ADT)	Noise Contours (L _{dn}) Distances to Contours From C.L. of Near Lane			
		75 dBA	70 dBA	65 dBA	60 dBA		75 dBA	70 dBA	65 dBA	60 dBA
P.M. 0.00 Feather River Brdg.	33,300	0	60'	160'	350'	41,600	0	80'	180'	420'
P.M. 0.99 9th & E Streets	24,500	0	40'	125'	290'	30,600	0	55'	145'	320'
P.M. 1.24 9th & B Streets	26,600	0	50'	140'	320'	33,300	0	60'	160'	350'
P.M. 1.74 12th & B Streets	19,000	0	25'	110'	245'	23,700	0	40'	125'	290'
P.M. R2.94 22nd Street	7,800	0	0	50'	120'	9,700	0	0	70'	150'
P.M. 13.60 Yuba River Bridge	40,800	0	75'	175'	410'	54,700	0	95'	200'	480'
P.M. 14.40 5th & E Streets	26,400	0	45'	135'	310'	35,400	0	70'	165'	365'
P.M. 14.70 9th & E Streets	29,000	0	55'	145'	320'	38,800	0	75'	170'	380'
P.M. 14.71 12th & B Streets	12,400	0	0	80'	190'	19,400	0	25'	110'	245'
P.M. 15.35 24th & B Streets	12,000	0	0	80'	185'	18,800	0	25'	105'	235'

Note: Distances are measured from center of near lane to each contour.

Source: Caltrans District 3

Noise in excess of 65 Ldn along local streets and roads is generally located within street right-of-ways due to relatively low speeds and traffic volumes, and does not constitute a nuisance.

Railroad Sources

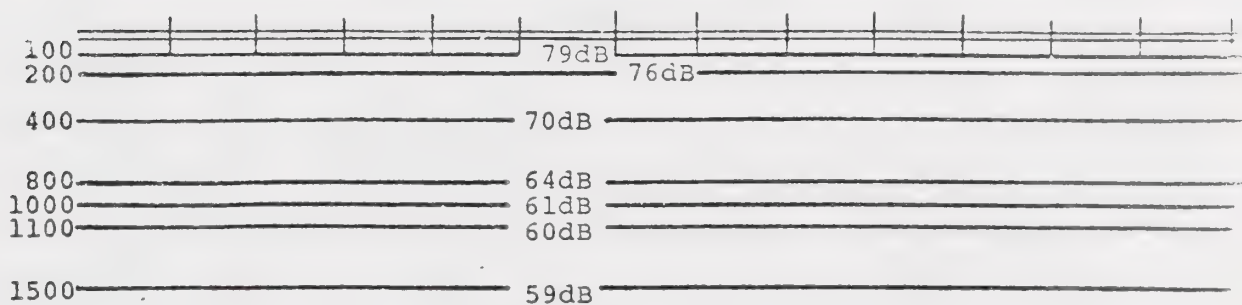
Within the planning area, there are two major railroad operations which contribute most of the noise generated by rail traffic, Southern Pacific and Union Pacific. Both of these railroads have line operations traversing the city, and have a potential for affecting a large population. Several factors combine to produce railroad noises: length of train, speed, grade, type of track, number of engines and number of trips.

The main tracks of Southern Pacific and Union Pacific railroads traverse Yuba County in a north-south orientation and the tracks converge and cross in Marysville. Both of these railroads travel through heavily populated areas and have consistently high noise levels with all tracks carrying heavy freight traffic with as many nighttime as daytime operations. Rail traffic has not changed in the past few years, and is not expected to increase significantly over the next ten years or so.

Noise levels for the Union Pacific line within Marysville are illustrated as follows. It is assumed that levels for the Southern Pacific line are similar.

RAILWAY NOISE LEVELS

UNION PACIFIC LINE THROUGH MARYSVILLE (Level Grade)



NOTE: Noise measured in CNEL

Noise contours are symmetric about the tracks

Distances are measured in feet from the tracks

SOURCE: Yuba County Noise Element, 1980

Aircraft Sources

The impact of aircraft sound in the planning area is due mainly to two sources of aircraft activity: Yuba County Airport and Beale Air Force Base. The greatest potential for sound intrusion occurs when military jets land, take off, or run up their engines while on the ground. There are three major sources of sound in a jet engine: the exhaust, the turbomachinery and the fan. The sound associated with general aviation propeller aircraft (piston and turboprop) are produced primarily by the propellers and secondarily from the engine and exhaust.

The Yuba County Airport, located in Yuba County approximately two miles south of the Marysville city limits, is a general aviation airport having no scheduled airline service at the present time. Aviation-related noise generated by use of the Yuba County Airport generally does not impact Marysville, with the exception of occasional single events. The 65 CNEL noise contour associated with the airport does not reach the city limits.

Beale Air Force Base is located approximately six miles east of the city. While aircraft activity associated with the base does not generally impact the area within the existing city limits, the 65 Ldn noise contour takes in a small portion of the northeast part of the planning area (see Figure 17).

3. Future Noise Generators

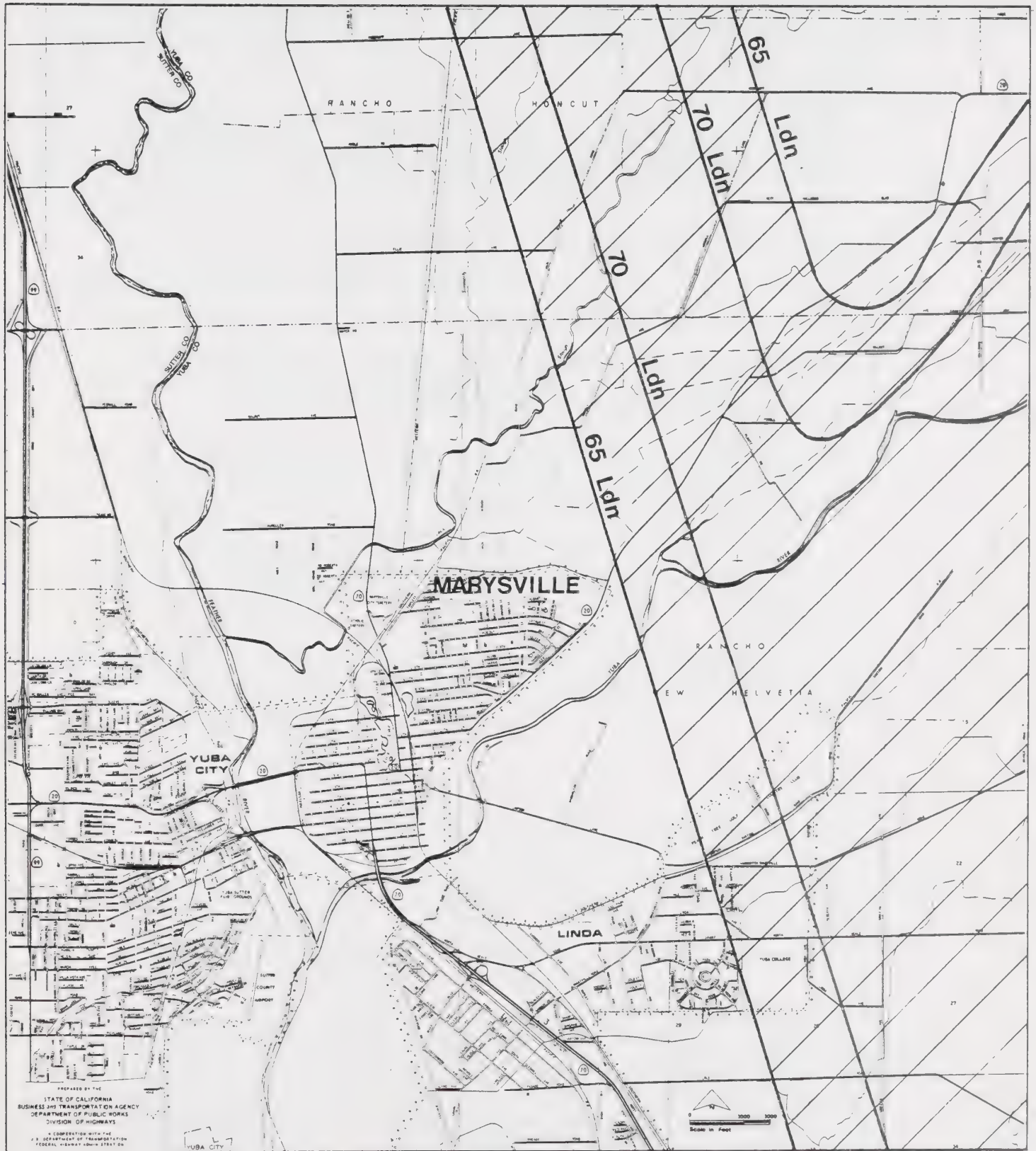
Noise generators in the planning area in the future are expected to be those presently existing. Future development within the existing portion of the city is not expected to cause a significant increase in noise.

Vehicular traffic noise along State Highways 70 and 20 is expected to increase slightly at some locations as more traffic uses the highways (see Figure 15). In the event that a third river bridge crossing is constructed south of Marysville, these noise levels are expected to drop substantially as truck and other through traffic is routed around the city. Noise levels along local streets and roads is not expected to increase significantly over existing levels, nor are railway and aircraft associated noises.

Some localized construction-related noise may occur within the existing city limits in conjunction with the ongoing redevelopment process. Construction noise will also occur in the event that land in the planning area to the north of the existing city limits is urbanized.

Figure 17

AIRCRAFT NOISE IMPACTS



4. Noise Goals And Policies

Goal: To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies:

- 1) To require analysis of potential noise from new development or impacting new development and require mitigation measures that reduce noise impacts to acceptable standards.
- 2) To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks.
- 3) To control noise sources in residential areas by restricting truck traffic to designated truck routes.
- 4) To consider the adoption and enforcement of a community noise ordinance to be used as an instrument for short-term or immediate solutions to intrusive noise occurrences.
- 5) To discourage the use of Covillaud Street as a major arterial where it passes near Kynoch Elementary School if annexation into Simmerly-Jack Slough takes place.
- 6) To examine any new source of noise projected at or above 70 db at 50 feet for compatibility with existing or projected planned neighboring land uses prior to the granting of a rezoning or building permit.
- 7) To encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic noise.

F. HOUSING ELEMENT

This housing element is written to comply with the state law establishing the housing element requirement, Article 10.6 of the Government Code. In complying with state law, this housing element becomes the city's central policy statement and overall action program directed at providing safe, decent and sanitary housing for all of its residents regardless of their income or race. This housing element provides the city with an official policy guide for making housing-related decisions. Proposed new residential projects for example, whether privately or publicly initiated, will be evaluated for conformance with the housing element. Lack of conformance becomes a basis for denial of project requests.

1. Description Of Existing Conditions

a. Population and Household Characteristics

GENERAL POPULATION CHARACTERISTICS - 1980¹

	City of Marysville	County of Yuba
Total Population	9,898	49,733
Household Population	9,569	48,293
Total Households	4,183	17,504
Persons Per Household	2.29	2.76
Persons in Group Quarters	329	1,440
Median Age	31.2	28.0
Per Capita Income	7,738	5,562

1. 1980 Census

Growth

The city's population increased from 9,353 in 1970 to 9,898 in 1980, an increase of 5.8 percent. During this same ten year period, the number of households in the city increased 23.6% from 3,384 in 1970 to 4,183 in 1980. The city gained more households (799) than population (545) during this time. This trend is also indicated by a decrease in average household size from 2.76 persons per household (pph) in 1970 to 2.29 pph in 1980.

Declining household size is caused by a number of trends in our society including lower birthrates and smaller family sizes, increasing divorce rates, and an increasing elderly population, many of whom become single person households. The significance of the trend towards smaller households is that a greater number of housing units is required to house a given population as the number of persons per household declines.

Group Quarters

Persons counted in group quarters are not part of the household population. Group quarters include: school dormitories, correctional institutions, rooming houses and convalescent homes. The 1980 Census indicated that 329 persons were living in group quarters.

Age

The median age of the city's population in 1980 was 31.2 years. This represents only a slight increase over the median age in 1970 of 30.7. Significant decreases occurred in the preschool and school age categories (0-9, 10-19) which decreased 18.3 percent and 10.5 percent respectively between 1970 and 1980. The most significant age group increase occurred in the 20-34 year age category. This is traditionally the age group that leaves their parent's household to form new households, a major contributing factor in the need for increases in the housing stock. Also significant is the increase in the number of persons in the category of persons 65 years and older which increased from 12.1 percent of the total population in 1970 to 14.0 percent in 1980.

AGE DISTRIBUTION IN 1970¹ and 1980²

Age	1970		1980		Increase/(Decrease) 1970-1980	
	Number	Percent	Number	Percent	Number	Percent
0-9	1,549	16.6	1,265	12.8	(284)	(18.3)
10-19	1,602	17.1	1,434	14.5	(168)	(10.5)
20-34	2,009	21.5	2,825	28.5	816	40.6
35-64	3,059	32.7	2,992	30.2	(67)	(2.2)
65+	1,134	12.1	1,382	14.0	248	21.9
Total	9,353	100.0	9,898	100.0	545	5.8

1. 1970 Census

2. 1980 Census

Race/Ethnicity

The ethnic composition of Marysville indicates Marysville has a predominantly white population which accounts for approximately 85 percent of the total population (see table above). It is doubtful that Marysville will experience a substantial change in ethnic composition in the near future.

MARYSVILLE - ETHNIC COMPOSITION¹

	1960		1970		1980*	
	Number	Percent	Number	Percent	Number	Percent
White	8,583	89.9	8,243	88.1	8,287	83.7
Black	498	5.2	471	5.0	525	5.3
Mexican American/ Chicano					N/A	N/A
Chinese			253	2.7	187	1.9
American Indian			57	.6	154	1.6
Filipino			65	.7	76	0.1
Other	472	4.9	153	1.7	515	5.2
Total	9,553		9,353		9,898	

1. 1960, 1970, 1980 Federal Census

* 1980 Federal Census shows 875 of Spanish origin or 8.8%

Households by race and ethnicity are distributed slightly differently from the population distribution indicating that the white population has a slightly smaller household size than the minority population.

HOUSEHOLDS BY RACE AND ETHNICITY, 1980¹

Group	White	Black	Indian ¹	Asian ²	Other	Spanish Origin ⁴
Percent	85.3	5.5	1.3	3.6	4.3	7.3

1. 1980 Census

2. Indian includes American-Indian, Eskimo and Aleut

3. Asian includes Japanese, Chinese, Filipino, Korean, Asian-Indian, Vietnamese, Hawaiian, Guamanian and Samoan

4. Spanish origin also included in racial categories

Income

The amount of income available determines whether or not an individual or household can afford to purchase or rent safe and sanitary housing. For the purposes of discussing income and the affordability of housing, this housing element places households into one of four income categories based on percentages of median family income. The median family income for Marysville in 1979 (1980 Census) was \$17,945. The Yuba County median family income was \$13,751.

Since the bi-county area is considered one housing market area, the Sutter and Yuba County median family income of \$16,004 is used in computing the household income categories shown in the figure below.

HOUSEHOLDS BY MEDIAN FAMILY INCOME, 1980

Income	Percent of Median Family Income	Income Ranges ¹	Percent of Households ²	Number ³
Very Low	0-50	\$0-8,002	30.9	1,310
Low	51-80	\$ 8,003- \$12,803	15.3	650
Moderate	81-120	\$12,804- \$19,205	18.6	787
Above Moderate	Over 120	\$19,206+	35.2	1,491
TOTAL			100.0	4,238

1. 1980 Census median family income of \$18,844

2. Percentages from SACOG Regional Housing Needs Allocation Plan

3. Percentage applied to 1980 Census total households

Employment

Marysville serves as the "Central City" for Yuba County, as only one other incorporated area (Wheatland, population 1,500) exists within the county. Marysville serves as the county seat, the District Headquarters for the California Department of Transportation, and supplies a large portion of the area's retail, commercial, service, and office needs. Consequently, daytime population is high, as the surrounding population comes to Marysville either to work, as a consumer, or both.

The 1980 Federal census indicates 3,895 of Marysville's 9,898 residents are employed. However, estimates obtained from EDD suggest that jobs in Marysville covered by unemployment insurance total 8,500 (which may under-represent total part-time and full-time jobs combined). These figures suggest that Marysville truly functions as a "Central City," a fact further supported by the estimate that 1980 taxable sales in Marysville exceeded the city's aggregate household income by 160 percent.

Although little historical data is available to establish employment trends for Marysville, the Yuba-Sutter civilian labor market has increased 20.8 percent (4.2 percent per annum) from 1975 to 1980 according to the following table.

CIVILIAN LABOR MARKET¹

Year	Total
1975	36,075
1980	43,600

1. EDD, Annual Planning Information, 1980

Although difficult to quantify, it can be anticipated that employment trends will continue to grow in the area's labor market and within the city. Marysville's reputation as a "Hub City" has a long history, and the community will continue to generate a high number of jobs relative to its population.

b. Housing Unit Characteristics:

Growth

There were 4,608 housing units in the city in 1980. This was an increase of 1,027 or 28.7 percent since 1970. It should be noted that the number of new units was greater than the number of new households (799) and the population increase (545). This is caused by the decline in household size from 1970 to 1980.

Owner/Renter Occupancy

Of the 4,183 housing units occupied in 1980, 2,124 or 50.8 percent were occupied by renters. The remainder of the occupied units, 2,059 or 49.2 percent of the total, were owner-occupied. In 1970, 49 percent of the occupied units were renter-occupied and 51 percent were owner-occupied. This indicates a trend towards a slight increase in the percentage of renters, but overall the proportion of owners and renters has remained relatively stable. The following table summarizes these changes over the last decade.

OCCUPANCY BY TENURE 1970-1980

	1970		1980		Increase 1970-1980	
	Number	Percent	Number	Percent	Number	Percent
Owner	1,729	41.0	1,059	49.2	330	19.1
Renter	1,659	49.0	2,124	50.8	465	28.0
Total	3,388	100.0	4,183	100.0	795	23.5

Vacancy Rates

In 1980, 4.3 percent of ownership units were vacant and for sale, and 10.0 percent of all rental units were vacant and for rent. This yielded an overall vacancy rate of 7.2 percent. No more recent surveys of vacancy rates have been completed.

Type of Structure

The type of structure comprising the housing stock gives an indication of the kind of residential environment present in the city. In 1980, 58.3 percent of the housing units in the city were single family units on individual lots.

UNITS BY TYPE OF STRUCTURE, 1980¹

Type of Structure	Total		Occupied	Renter Occupied	
	Number	%		Number	%
Single Family, Detached	2,685	58.3	2,513	608	24.2
Single Family, Attached ²	208	4.5	183	140	76.5
Two-Four Unit Complexes	601	13.0	550	481	87.5
Five Plus Unit Complexes	1,106	24.0	929	887	95.5
Mobile Homes	8	.2	8	8	100.0
TOTAL	4,608	100.0	4,183	2,124	50.8

1. 1980 Census
2. Duplexes, half-plexes and townhomes
3. Percent of total occupied for each type

Age of Structures

The age of the housing stock provides one indicator of the condition of the housing available. Figure shows that approximately 41 percent of the housing units are 30 years old or older. A number of these homes are in various stages of deterioration. Many others have been well maintained.

AGE OF THE HOUSING STOCK, 1980¹

Year Unit Built	Number of Units Built	% of Total Housing Stock
1970 to 1980	1,058	23.0
1960 to 1960	702	15.2
1950 to 1959	958	20.8
1940 to 1949	750	16.3
1939 or earlier	1,140	24.7

1. 1980 Census

Condition of Housing

The information gathered by the 1980 federal census is insufficient to evaluate housing condition. The last information gathered on housing condition for the city was the 1975 Special Census. The 1975 Special Census found 226 units, or 5.8 percent of the total, to be substandard and in need of repair.

During the last ten years, several of these dilapidated homes have been demolished or rehabilitated, and the total number of substandard housing units has decreased. However, substandard housing still exists and the city should make every effort to have these units rehabilitated and brought up to compliance with the building code. These units are an important source of housing for low-income households, and the city should encourage these units to remain, yet at the same time be brought up to safe standards.

Housing Values

The value of single family homes increased dramatically between 1970 and 1980. According to Census information, the median value of owner-occupied homes more than doubled from \$23,800 in 1970 to \$48,000 in 1980. Median family income also more than doubled during approximately this same period (1969 to 1979) from \$8,746 to \$17,945.

Rental Costs

Slightly over 50 percent of the city's households were rented in 1980. Median contract rents increased at approximately the same rate as home values, more than doubling from \$75 in 1970 to \$167 in 1980.

Demolitions

From time to time, housing units are lost to fire or otherwise ordered demolished by the city. During the last three years, a total of 24 units have been demolished, an average rate of eight per year.

2. Future Housing Need

The number of new housing units needed is based on expected growth, an allowance for vacancies and replacement for units lost to demolition.

Growth

The city of Marysville has experienced a very moderate growth rate of 2.1 percent per year during the period from 1975 to 1980. This trend reversed a previous ten year decline in population. The 1980 population of the city was 9,898, which is an increase of 644 people from the 1975 population. A significant increase in the population growth rate is unlikely since Marysville will be built-out in the near future as its readily available undeveloped land will be exhausted. When developable land is exhausted, further population growth will occur only through rehabilitation of unsuitable existing housing stock, residential infill, up-zoning, an increase in mean household size, or annexation of unincorporated areas. Consequently, a reasonably stable population can be expected within a few years as the remainder of undeveloped land becomes utilized, primarily for residential projects.

POPULATION 1950 - 1980¹

Year	Total Population	Annual Growth Rate (%)
1950	7,826	
1960	9,553	2.2
1970	9,353	-0.2
1975	9,254	-0.2
1980	9,898	

1. SRAPC Data Summary - 7:1 1975
Special Census; 1980 Federal
Census

Population projections by the Sacramento Area Council of Governments (SACOG) estimate that the city's population will increase to 10,771 in 1990. An estimated 448 persons will live in group quarters, which leaves 10,323 persons living in households. SACOG assumes that the average persons per household in 1990 will be 2.23. This means that SACOG projects 4,629 households to be residing in the city in 1990.

PROJECTED POPULATION AND HOUSEHOLD GROWTH

Date	Population	Group Quarters	Households	Increase
4/1/80 1	9,898	337	4,183	
1/1/83 2	10,335	404	4,438	255
1/1/85 2	10,480	416	4,493	55
1/1/90 2	10,771	448	4,629	136

1. 1980 Census
2. SACOG projections based on Dept. of Finance
projections for Yuba County

Vacancies

When projecting housing needs, an allowance must be made for vacancies. Vacancies in the housing market allow the flexibility needed to provide mobility for people to move from area to area. A vacancy factor of 4 percent (2 percent for vacant for sale on owner-occupied homes and 6 percent for vacant for rent) must be added to the projected household increases shown above.

Demolitions

An additional allowance must be made to replace housing units lost over time to demolition.

Net Housing Units Needed

The table below summarizes the net increase in housing units needed within the city through January 1, 1990.

PROJECTED NEED FOR NEW HOUSING UNITS TO 1990

4,629 ¹	- 1990 Households
+ 185	- Vacancy Allowance of 4%
+ 60	- Demolition Allowance (8/yr. for 7 1/2 years)
<u>4,874</u>	- Total Housing Units Needed on July 1, 1990
-4,680 ²	- Housing Units existing on January 1983
<u>194</u>	- Housing Units Needed Between Jan. 1, 1983 and July 1, 1990
- 30 ²	- Housing Units Completed in 1983
<u>164</u>	- Housing Units Needed Between Jan. 1, 1984 and July 1, 1990

Average New Units Per Year = 25.2

1. SACOG Baseline Projections
2. SACOG Housing Module

Regional Housing Needs Allocation

State law requires SACOG to identify each of its local jurisdiction's share of the regional housing need. The city's housing need is identified in the SACOG Regional Housing Need Allocation Plan, 1984 (RH NAP).

The RH NAP projects the number of households in the city through 1990. The SACOG plan allocates households to four income categories based on a formula that seeks to equalize the distribution of households by income category among all jurisdictions in the Sutter-Yuba County housing market area. The table below shows the number of households in each income category as determined by the SACOG plan. The income categories established by the SACOG plan are based on median family income for the Sutter-Yuba County Market Area from the 1980 Census. The income categories are very low, 0-50% of median; low, 51-80%; moderate, 81-120%; and above moderate, over 120% of median. SACOG analysis of the 1980 Census data determined that the median family income for the market area was \$16,004.

SACOG REGIONAL HOUSING NEEDS ALLOCATION MARYSVILLE

Income Category	1983	% of 1983 Total	1990	% of 1990 Total	1983-1990 Increase	% of Increase
Very Low	1,371	30.9	1,423	30.7	52	27.1
Low	679	15.3	718	15.5	39	20.3
Moderate	825	18.6	861	18.6	36	18.8
Above Moderate	1,562	35.2	1,627	35.2	65	33.8
TOTAL	4,437	100.0	4,629	100.0	192	100.0

In order to insure that the city's identified housing needs are consistent with the SACOG allocation, the proportion of households in each of the four income categories must be applied to the number of new housing units needed identified in the table above. The table below applies the households from the SACOG allocation plan to the housing unit projections to determine the number of housing units needed by income category.

DISTRIBUTION OF 1990 HOUSING UNITS BY INCOME

	Very Low	Low	Moderate	Above Moderate	Total
1990 ¹	1,496	755	907	1,715	4,874
1983 ²	1,455	720	876	1,658	4,709
Increase	41	35	31	57	164

1. SACOG 1990 income proportions applied to July 1, 1990 projected housing units
2. SACOG 1983 income proportions applied to January 1, 1983 estimated housing units

Affordability

Housing is considered affordable if a household does not have to pay more than a specified percentage of its income to obtain it. The percentage of income that households can reasonably spend on housing is shown below.

PERCENTAGE OF INCOME FOR AFFORDABLE HOUSING

Income Category	Income Range	% of Income	Approximate Monthly Payments in 1979 Dollars
Very Low	0-50% of Median Family Income	30	\$200
Low	51-80% of Median Family Income	30	\$320
Moderate	81-120% of Median Family Income	30	\$480
Above Moderate	Over 120% of Median Family Income	30	Over \$480

Overpayment

Another measure of housing affordability within the city is the proportion of household income devoted to housing costs. The following tables, based on 1980 Census data, show that in the city, 14.2 percent of homeowners and 43.0 percent of renters pay more than 30 percent of their income for housing-related costs. Combined, 1,132 households, 28.7 percent of all households in the city, were over paying for housing in relation to their income

MONTHLY HOUSING COSTS AS A PERCENT OF INCOME FOR HOMEOWNERS¹

Onwer Costs as % of Income	\$0- \$4,999	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$19,999	\$20,000+	Total
0-19%	18	108	117	181	911	1,335
20-30%	13	29	40	52	99	233
Over 30%	53	67	58	44	38	260
Not Computed	11					11
TOTAL	95	204	215	277	1,048	1,839

1. 1980 Census

GROSS RENT AS A PERCENT OF INCOME FOR RENTERS¹

Rent as % of Income	\$0- \$4,999	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$19,999	\$20,000+	Total
0-19%	87	73	105	155	233	593
20-30%	88	203	174	54	40	559
Over 30%	497	255	100	17	3	872
Not Computed	59	6	12		5	77
TOTAL	671	537	391	226	281	2,106

1. 1980 Census

Housing Costs

In 1979 a study was performed to determine the cost distribution of homes sold in Marysville during that year. The results of that study are shown in the table below.

CITY OF MARYSVILLE - DISTRIBUTION OF 1979 SALES

	Number of Sales	Percent of Total
Under \$20,000	17	4.6
\$20,000-24,000	8	2.1
25,000-29,999	18	4.8
30,000-34,999	39	10.4
35,000-39,999	64	17.1
40,000-44,999	61	16.3
45,000-49,999	74	20.1
50,000-54,999	34	9.1
55,000-59,999	17	4.6
60,000-64,999	11	2.9
65,000-69,999	5	1.3
70,000-74,999	6	1.6
75,000-79,999	10	2.7
80,000 & Above	9	2.4
Total	373	100.0

Source: Multiple Listing Service Data

Utilizing the assumptions of a 10% down payment, 30 year mortgage, and a 12% interest rate, the same housing study calculated the annual housing costs related to sales price categories. Added to this in the table below is the minimum household income necessary to qualify for a loan based on a 3 to 1 income-to-payment ratio, and the percent of households eligible.

CITY OF MARYSVILLE - ANNUAL HOUSING COSTS

Sales Price	Annual Housing Costs	Minimum Household Income	% of Households Eligible
\$25,999-29,999	\$3,358	\$10,074	62.3
30,000-34,999	3,968	11,904	56.0
35,000-39,999	4,570	13,737	50.5
40,000-44,999	5,800	17,400	39.2
50,000-54,999	6,410	19,230	35.0
55,000-59,999	7,021	21,063	33.3
60,000-64,999	7,631	22,893	27.3
65,000-68,500	8,151	24,453	22.3

Based on the above calculations, approximately 38 percent of the households in Marysville could not afford to purchase a \$25,000 home.

In concluding the analysis of household income and housing costs, it must be stated that housing costs for both owner-occupied and rental units are significantly lower than the statewide average. Marysville's 1980 median costs for an owner-occupied non-condo was \$48,600, and the median contract rent was \$167. Statewide, these same figures are \$84,500 and \$253, respectively. Marysville's 1980 median household income of \$13,895 is also significantly lower than the statewide average of \$18,248. In the final analysis, Marysville's housing affordability compares favorably to the state averages in that statewide income is 31 percent greater than Marysville, but statewide housing costs and rental costs exceed Marysville by 73 percent and 51 percent respectively.

Overcrowding

Overcrowding exists when a household lives in a home with an average of more than 1.0 persons per room. The 1980 Census indicates that there were 154 such households in 1980, 3.7 percent of the total households. Although specific data is not available, it can be assumed that most of these households are low and very low income renters, and that many meet the large family definition of five or more family members. Overcrowded households have typically encountered one of two problems:

- 1) They cannot find large rental units; or
- 2) They are unable to afford appropriately sized units if available.

Elderly

The 1980 Census counted 1,382 persons aged 65 and over. This age group increased 21.9 percent since the 1970 Census and represented 45.5 percent of the city's total population increase during that ten year period. The elderly, as a group, need smaller, easy to care for, and lower cost housing. The number and percentage of elderly in the city is expected to continue to increase through the remainder of this century.

According to the 1980 census, 860 of the city's 4,237 households had at least one member aged 65 or older. This represents 20.3 percent of all households.

Handicapped

The 1980 Census indicated that there were 324 persons over age 16 with some type of disability that interfered with their ability to use public transportation. While the affordability problems of this particular group are difficult to assess based on available data, there are undoubtedly affordable housing needs for handicapped persons. The special needs of handicapped persons should be given priority in affordable housing programs and programs addressing the needs of elderly populations.

Large Families

A large family is classified as a household with five or more persons. There were 288 such households in the city in 1980; 116 of these households were renters. Large lower income households may have difficulty finding housing with enough rooms at a price they can afford.

Farmworkers

Marysville is located in the Yuba-Sutter SMSA, which is a highly agriculture-oriented area. The California Employment Development Department estimated that the annual average employment in agriculture was 4,750 in 1983, approximately 15 percent of the total employed. Of those, 4,250 were employed in agriculture production. Between 1973 and 1983, the annual average employment in agriculture fell from 6,075 to 4,750, a drop of 1,325. The annual average employment in agricultural production also declined over the ten year period from 5,525 to 4,250.

During each year, agricultural employment fluctuates widely. In 1983, agricultural wage and salary employment was 3,025 in January; it fell to a yearly low of 2,825 in March, and gradually rose to a high of 9,700 in December.

The City of Marysville has, according to the 1980 Census, 148 people working in agriculture, 3.8 percent of the total employed. Although Marysville does not have a large percentage of the employed in agriculture, the city does recognize the special problems and housing needs of those involved in seasonal agricultural employment. Thus, the city will work closely with the Yuba County Housing Authority and the Farmers Home Administration to see that the housing needs of farmworkers are adequately met.

Single Headed Household

Families headed by a single parent need housing that meets their special needs and is affordable. In 1980, there were 422 such households in the city with 747 children under the age of 18.

Opportunities for Energy Conservation

Marysville's housing stock has a fairly high average age: 87 percent of the housing units were built prior to 1970 and 25 percent were built before 1939. The community's aged housing stock is poorly insulated and relatively energy-inefficient. Almost 50 percent of all homes utilize inefficient one room window-type air conditioning units as opposed to more efficient central air conditioning systems.

P. G & E. studies show a very low average kilowatt and therm use per housing unit in Marysville, and the present average consumption levels are below the levels of energy use prior to the large 1981 P.G. & E. rate increase. Because of the relatively low median income, energy use has been very rate-sensitive. Consequently, although the city's older housing stock is not energy efficient, the cost of energy has caused better than average conservation practices.

3. Land Availability

Vacant Sites

The following table summarizes the major vacant residential sites in the city, and estimates the number of housing units that may be located thereon. The site analysis makes it clear that sufficient vacant land exists to meet the 1990 SACOG housing need projection. However, shortly thereafter, vacant residential sites will be exhausted.

1985 - CITY OF MARYSVILLE VACANT RESIDENTIAL SIGNIFICANT SITE ANALYSIS

Location/Name	Estimated Size	Zoning	Estimated Units
Yuba & 16th, S.E. Corner	0.9 acres	R-3	12
Cheim Blvd. and North Levee	1.5 acres	PD	16
22nd St. & Cheim	4.22 acres	R-1	25
Covillaud & 19th	0.9 acres	R-4	12
Jilla & Johnson	8 lots (Minimum size)	R-1	8
Thorntree Area (N.W. corner of city)	8.8 acres	PD	130
Sampson & 18th	0.4 acres	R-4	10
TOTAL	16.32 acres	R-4	213

Potential Redevelopment Sites

No sites within the redevelopment area have been officially designated for residential development, as the Redevelopment Agency currently does not control any land within the project area that is amenable to residential land use. However, the eventual upgrading of several key buildings in the project area will create an opportunity for residential use on the second and third stories of buildings whose ground level is devoted to commercial use.

Availability of Public Facilities

Availability of public facilities conducive to residential development and residential infill is relatively good in all areas of the city. Water and sewer systems have adequate capacity and are available in all areas of the city. The storm drain system functions well in all parts of the city, although some isolated areas experience minor problems during heavy rains. All areas of the city have vehicular access on roads that range from fair to excellent. The only exception to these statements is in the Thorntree area, where the city is initiating a Benefit Assessment District to provide for the necessary roads, storm drains, water, sewer, etc. The construction of these public improvements were begun in the spring of 1983.

Emergency Shelter

Those in need of emergency housing assistance fall into the two general categories of transients and residents. Many jurisdictions have a resident homeless population, but this does not appear to be the case in Marysville.

The Yuba County Housing Authority, which provides assistance to all county residents, does not provide any type of emergency shelter assistance. The housing authority refers requests for this type of assistance to one of several non-profit organizations that do attempt to provide assistance to families and individuals in need of emergency shelter.

One such agency is the Christian Assistance Network. The Christian Assistance Network provides financial assistance of up to one month's rent or two weeks in a motel to households that have lost their housing through fire, eviction or non-payment of rent. Temporary shelter of one to three days duration will be provided in area motels for transients on a case-by-case basis.

The Salvation Army Family Services Center provides much the same type and scope of services as the Christian Assistance Network. The Salvation Army program, however, administers funds for emergency shelter provided through the Federal Emergency Management Act, and consequently usually has more resources. Consequently, the Christian Assistance Network often refers requests for assistance from resident households to the Salvation Army program.

The only organization providing emergency shelter to transients on a consistent basis is the Twin City Rescue Mission located in Marysville. The mission is supported by private donation and provides meals and a place to sleep to transients for up to three days.

No firm statistics are available on emergency shelter needs, but from conversations with the three non-profit agencies and the housing authority, it is estimated that a total of approximately 50 requests a month are received.

4. Constraints

a. Governmental Constraints

Land Use Controls:

Prior to residential development, most projects require only a building permit. Exceptions to this rule only occur if the project requires a subdivision, use permit, variance, lot line adjustment, etc. When these exceptions occur, the planning staff is notified by the building inspector and the project undergoes the appropriate review process. The exact procedure and time frame involved varies with the type of discretionary process involved, as regulated by the State Subdivision Map Act, planning and zoning laws, the California Environmental Quality Act, and pertinent city ordinances.

The time required for planning approvals are extremely short, and easily fall within the state guidelines and AB 884 (the Permit Streamlining Act). Conditions placed on discretionary permits are minimal, and typically impose only the most basic and fundamental requirements. Because the planning function is only minimally staffed, and a high priority is placed on expediting applications, the permit processes do not pose an extraordinary constraint in the form of either processing time or conditions.

Fees collected by the city in order to defray the costs of review are minimal. Fees are fixed and applicants are aware of all costs prior to application. Only environmental impact review (EIR) consultant fees are variable. Of the limited number of projects that require planning review, the present planning fees should not be a deterrent to building activity.

PLANNING AND DEVELOPMENT FEES

Planned Unit Development	\$100.00
Appeal Planning Commission Decision	50.00
Use Permit Fee	35.00
Appeal Planning Commission Decision	50.00
Variance Fee	35.00
Appeal Planning Commission Decision	50.00
Zone Change (Rezoning)	200.00
Appeal Planning Commission Decision	50.00
Parcel Map	\$200.00 plus \$5/lot
Tentative Subdivision Map	\$300.00 plus \$5/lot
Final Subdivision Map	200.00 plus \$5/lot
Time Extension	\$200.00 plus \$5/lot
Environmental Assessment	\$100.00
Environmental Impact Report:	
a) if accomplished by city	100.00
b) Actual cost to city if accomplished by consultant	
Sewer Connection Charge:	
a) Single family residence including condominiums	\$450/unit
b) Multiple family residences	\$250/unit
c) Trailer parks	\$250/unit

Building Codes and Enforcement:

The Marysville Inspection function is responsible for enforcing all applicable state standards for new residential dwellings and improvements. City building requirements maintain the level of restriction of state building codes. Residential requirements for conventional modular homes are according to the Uniform Building Code and mobile homes are regulated by the Department of Housing and Community Development.

Building permits for new construction are issued only subsequent to compliance with building standards. A building permit for rehabilitation improvements is also required. Building permit fees to cover project evaluation and inspection for new construction and rehabilitation are generally less than one percent of project cost. State housing law defines standards to be used in assessing the necessity of rehabilitation or demolition of an existing structure. Substandard housing is that having inadequate sanitation, structural or other hazards to the degree that the condition endangers health or safety. The building official is responsible for enforcement of these laws, and orders the repair, rehabilitation or demolition of the substandard portion. Although the city has some inadequate units, the building official exercises limited power to enforce rehabilitation where the actual health or safety of any party is not endangered.

The building official may only order compliance with present building codes on new construction, or if improvement costs are greater than 50 percent of the dwelling's value, the entire structure can be ordered brought up to code.

No unusual subdivision or site improvement standards are imposed by the city.

Zoning:

The city's zoning ordinance provides for four residential zones of varying densities. In addition, apartments and multi-family dwellings are allowed in the C-1, C-2 and C-3 (commercial) zones with the issuance of a use permit. Residential development of any of the four densities is permitted in a planned development (PD) zone.

ZONING DISTRICTS PERMITTING RESIDENTIAL USES

Zone	Minimum Lot Size (Sq. ft.)	Appropriate Maximum Dwelling Units/Acre
R-1	6,000 1	6
R-2	6,000 1	12
R-3	6,000 1	24
R-4	6,000 1	48
C-1, 2, 3	None	48
PD	10,000	48

1. 7,000 for corner lots

b. Non-Governmental Constraints

The City of Marysville is empowered to guide and direct the local housing supply through its legislative and regulatory functions, and as such, it is incumbent upon the municipality to facilitate the construction and rehabilitation of affordable housing and meaningful housing choice. However, the city's power in this regard is relatively insignificant when compared to the state and federal level programs and guidelines that impact housing, as well as the market constraints which ultimately control the outcome of housing supply.

Availability of Financing:

The cost of money, evidenced by the interest rate, is today the most constraining factor affecting the affordability of housing by low and moderate income groups. Considering that over the life of the average home, interest payments approach half of the total long term costs, interest rates are especially important when financing new construction, exchange of units and to a lesser degree for rehabilitation.

Over the last five years, interest rates have fluctuated greatly from a high of nearly 19 percent to current rates of between 12 percent and 13 percent. A household with an annual income of \$75,000 may qualify for a \$60,000 mortgage loan at 10 percent interest, but will be unable to secure the same loan at an interest rate of 15 percent or more. Each one percent increase in interest rates increases the monthly payment on a \$60,000 mortgage by approximately \$50.

Interest rates also affect the cost to builders of financing the construction of both single family homes and rental units and consequently the sale price of new homes and rental rates on new apartments. On a \$1,000,000 loan to finance twenty-five rental units, each one percent rise in interest rates would require the property owner to increase the monthly rent per unit \$32 just to cover the increased debt service. The difference between a 13 percent and a 17 percent loan, could mean the difference between renting a new apartment at \$350 per month or renting it at \$478 per month to cover the increased debt service.

Construction Costs:

The cost of labor and materials used in constructing housing have increased dramatically over the last decade. The cost of construction varies greatly depending on the quality of construction, size of the development, and land cost. In 1980, the cost components of a three bedroom, two bath single family home of 1,300 square feet in a 250 unit subdivision were estimated to be:

Construction Cost Components

Government Fees and Permits	4%
Land	17%
Improvements to land	11%
Labor and materials	46%
Financing	4%
Marketing	3%
Overhead	2%
Profit	3%
Total	100%

Land Costs:

Developable land is a precious quantity made more so by government control of land development through zoning and land use planning. The city seeks to balance the supply and location of land to both meet the need for residential development and the need to economize on the city's infrastructure and support costs.

The cost of vacant land in the city varies according to size, location, and improvements. In the City of Marysville, a developed subdivided lot (single family) will range from \$10,000 to \$15,000 in West Marysville, and from \$12,500 to \$17,500 in East Marysville. A developed subdivided lot (multi-family) ranges from \$15,000 to \$22,500 in West Marysville, and from \$20,000 to \$25,000 in East Marysville. Land and development costs usually comprise 15 to 20 percent of total housing costs. High density is the most common and effective method of decreasing the impact of land costs on development.

5. Goals, Policies, Actions

a. Introduction

Housing is provided by a combination of actions by private developers and financiers, the state and federal governments, and local government. The city's responsibility is to develop a balanced housing program that will provide a variety of housing types to all income groups. The goals, policies, objectives and actions that comprise the city's housing program represent the city's efforts to meet its housing responsibilities.

b. Recent Actions

The following projects in the City of Marysville have been recently completed, and address a significant portion of the community housing needs.

- Butte Christian Manor Housing - 100 units for senior citizen housing. A portion of the units are reserved for low-income residents with rent subsidies.

- Marymead Park - HUD financed rehabilitation of 68 units. This project will rehabilitate 68 existing units that are in various stages of dilapidation and will improve the housing stock of this existing residential area for families.
- Section 8 Rental Assistance Programs - The Yuba County Housing Authority administers the federally-financed Section 8 rental assistance program for all of Yuba County. During the current fiscal year, there are 230 Section 8 assisted rent allocations available countywide. The housing authority estimates that 50 to 70 percent of these households typically reside in Marysville. The 230 allocations available are insufficient to meet the need, and from 50-100 people are maintained on waiting lists for each size rental allocation available.
- Housing and Community Develop Block Grant Applications (HCDBG) - The city has previously submitted five HCDBG applications. Housing-related projects in these applications have included assembling land in the redevelopment area for residential development, housing rehabilitation grant and loan programs, and infrastructure development on city-owned marsh land to create a mixed income residential development. Unfortunately none of these applications which would have created new housing opportunities in Marysville have been approved.
- Placement of Mobile Homes - The city has amended its zoning ordinance to permit the placement of mobile homes on permanent foundations in single-family residential districts.
- Conversion of Rental Units - The city has added provisions to the Municipal Code to regulate the conversion of rental units to condominiums, community apartments or stock cooperatives to assist in implementing the General Plan Housing Element.
- Second Unit Ordinance - The city has amended its zoning ordinance to allow second units within or adjacent to single family homes.

c. Housing Program Organization

The housing program of the city of Marysville is made up of goals, policies, actions, objectives, responsibilities and schedules. Each housing goal is supported by policies that will lead to the achievement of that goal. Policies are supported by an action or series of actions that will ensure that the policy is implemented. Each action is further supported by a description of the objective, position or agency responsible, time schedule and funding source.

The city has a variety of resources available to implement the goals and policies of this housing element. Those resources include: the city's land use, zoning and development controls; Community Development Block Grant funds (CDBG); mortgage revenue bonding powers; the Yuba County Housing Authority; and state and federal housing subsidy and finance programs. The city is committed to making the best use of these resources.

d. Housing Quantity Goal

TO ENCOURAGE THE PRESERVATION OF EXISTING HOUSING AND THE CONSTRUCTION OF NEW HOUSING TO MEET THE NEEDS OF ALL INCOME GROUPS AND THOSE WITH SPECIAL NEEDS, AND ENSURE THAT HOUSING OPPORTUNITIES ARE OPEN TO ALL WITHOUT REGARD TO RACE, COLOR, AGE, SEX, RELIGION, NATIONAL ORIGIN, FAMILY STATUS, OR PHYSICAL HANDICAP.

- 1) Policy: To encourage the development of higher density residential construction consistent with the General Plan and city zoning regulations.

Actions:

- a) The city will continue to allow second units within or adjacent to single family homes.

Objective: To stimulate the construction of 20 second units by 1990.

Responsibility: Secretary to the Planning Commission, Planning Commission, City Council.

Schedule: 20 second units by 1990.

- b) Decrease the minimum residential lot size from 6,000 square feet.

Objective: To encourage smaller lot sizes in new residential subdivisions and the splitting of existing vacant residential lots.

Responsibility: Secretary to the Planning Commission, Planning Commission, City Council.

Schedule: Planning Commission to study and make recommendation for action to the City Council by July 1, 1986.

- c) Encourage and facilitate the development of rental housing for senior citizens and other low and moderate income households.

Objective: To encourage the private development of state and federally assisted multi-family housing development by fully cooperating with private developers seeking state and federal grant and loan assistance.

Responsibility: Secretary to the Planning Commission, Planning Commission, City Council.

Schedule: Ongoing through 1990.

- 2) Policy: To ensure that all laws and regulations prohibiting discrimination in lending practices and the sale and rental of homes are enforced.

Actions:

- a) The city will continue to provide housing anti-discrimination information indicating where advice, assistance, and enforcement activities can be obtained by any person who feels they have been discriminated against in acquiring housing within the city.

Objective: To provide information on anti-discrimination in housing to any person requesting it.

Responsibility: Secretary to the Planning Commission.

Schedule: Ongoing to 1990.

e. Housing Quality Goal

TO PROMOTE THE CONSTRUCTION OF A VARIETY OF HOUSING TYPES THAT MEET SAFE STANDARDS WITH A MINIMUM OF ENVIRONMENTAL IMPACT AND THAT PROVIDE A CHOICE OF LOCATION, PRESERVE EXISTING NEIGHBORHOODS, AND HAVE ADEQUATE PUBLIC SERVICES.

- 1) Policy: To ensure that new housing efficiently uses land, is energy efficient, and causes a minimum of environmental impact.

Actions:

- a) The city will continue to require environmental reviews on residential development proposals in order to assess the impacts of proposed developments.

Objective: Require that an environmental review be done for all residential development proposals requiring tentative map or use permit approval during the 1985-90 period.

Responsibility: City Environmental Coordinator (Secretary to the Planning Commission).

Schedule: An ongoing action that will continue through 1990, or until the Housing Element is revised.

- b) The city will review the need for energy conservation and solar access standards for new construction, including: a review of state law, a review of state and local building codes, and a review of existing city requirements.

Objective: Determine need for energy standards.

Responsibility: Secretary to the Planning Commission, City Building Inspector, and City Council.

Schedule: Report on energy conservation and solar access standards no later than July 1, 1986.

- 2) Policy: To promote the construction of good quality and safe homes, the preservation of existing neighborhoods, and the elimination of unsafe housing.

Actions:

- a) The city will include funds in its budget to continue its building code enforcement program for new and existing units.

Objective: To budget for continuation of building code enforcement.

Responsibility: City Council and City Building Department.

Schedule: An ongoing program that will continue through 1990 or until the Housing Element is revised. City budget approval by July 31 each year.

- b) The city will annually review eligibility requirements for federal and state programs and will submit applications for any program that provides funding for neighborhood preservation or improvement.

Objective: To review eligibility for programs each year between 1985-90. To submit an application to each program for which the city seems likely to receive funds.

Responsibility: City Manager, City Council.

Schedule: Start with adoption of Housing Element.
Reviews to be done at various times during each year but to be completed by December 31.

f. Energy Conservation Goal

TO ENCOURAGE ENERGY CONSERVATION IN NEW AND EXISTING HOUSING.

- 1) Policy: To participate with other local, state and federal agencies, public utilities and community organizations to implement energy conservation programs.

Actions:

- a) Continue to ensure that California residential energy conservation standards are complied with.

Objective: Compliance with city and state energy conservation standards.

Responsibility: Building Official.

Schedule: Ongoing through 1990. Funded by annual budget approved each year by July 31.

G. REDEVELOPMENT ELEMENT

The redevelopment element describes existing and proposed redevelopment areas, ongoing redevelopment activities, and those documents and policies which will guide future redevelopment efforts within the city.

1. Existing Conditions

The Redevelopment Plan for the Marysville Plaza Project was adopted in March 1975 in order to help in the revitalization of a portion of Marysville which over the years had gradually declined to a state of under-use and had deteriorated into a blighted condition. The resulting decline of housing and business conditions had influenced the movement of businesses out of the area, contributed to higher police and fire protection costs, and had adversely affected living and business conditions and the property tax base.

The intent of the Redevelopment Plan was the creation of a climate within and adjacent to the project area which would provide for a mix of compatible land uses within the project area and which would stimulate support activities beyond the project boundaries. The Redevelopment area boundaries originally defined an area which consisted of approximately 20 blocks of intermixed land uses including residential, commercial and industrial development having a high incidence of vacancy or occupancy turnover. This area is bounded generally by Fourth Street, Willow Street and the Yuba River Levee (see Figure 18).

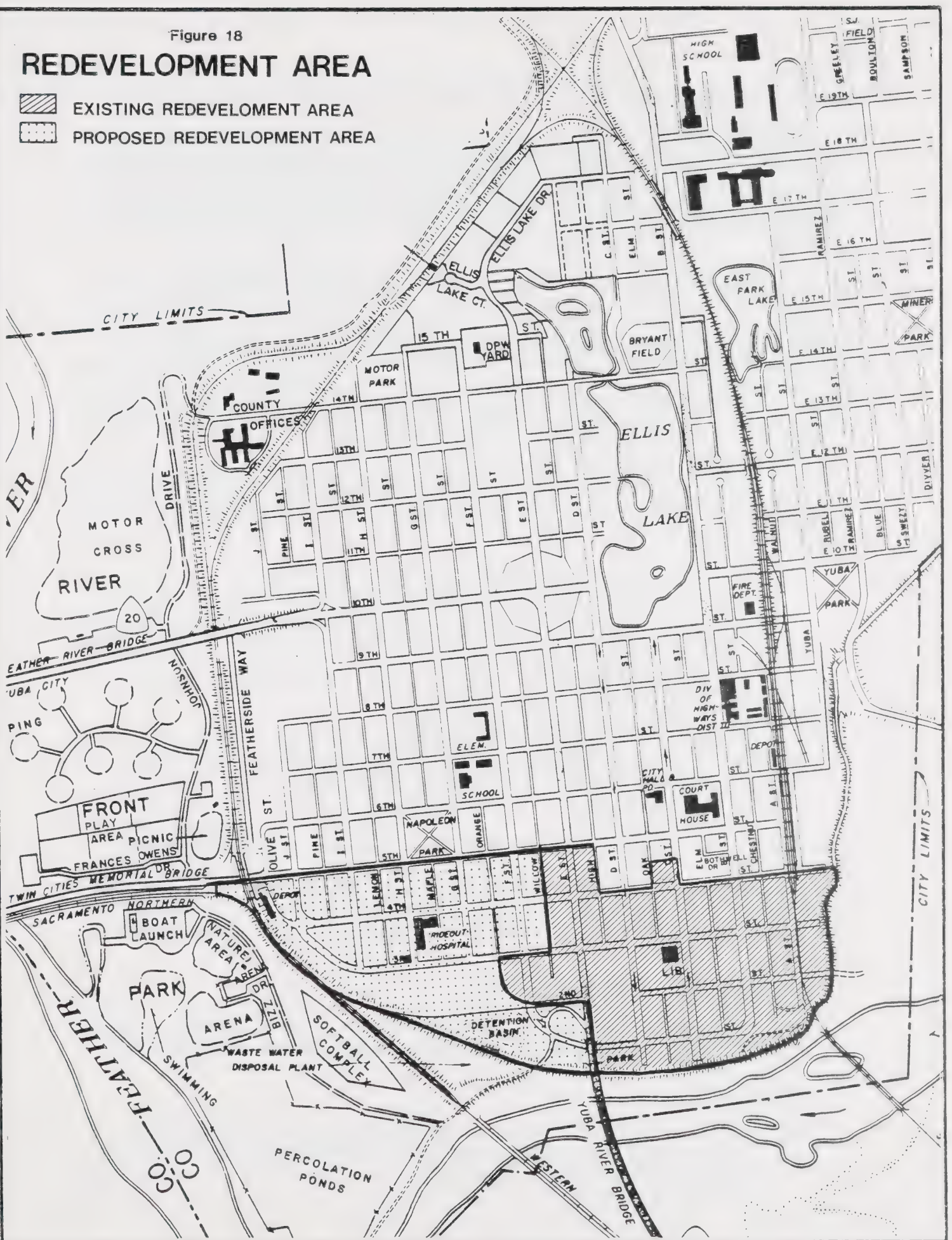
The basic redevelopment strategy in Marysville is to reestablish a sound economic basis for the introduction of private investment into the redevelopment area. The key to this is the creation of a major central core development to act as an anchor generating new commercial and user demand for the redevelopment area. Following the establishment of such a core development, the redevelopment effort calls for expanding outward from the core utilizing existing structures where feasible and infilling vacant areas with new construction. The provisions of public facilities to service this growth in economic activity, as well as ensuring an attractive environment, are also goals of the redevelopment effort.

Since the adoption of the Redevelopment Plan, a wide variety of redevelopment activities have occurred, including the construction of two major core developments - Mervyn's Department Store and the Library Square retail center. In addition, the city has been involved in the acquisition of a number of properties, the demolition of blighted structures, resale of properties, relocation and rehabilitation of businesses and residential households, restoration of historic buildings, renovation of building facades and a number of other related activities.

Figure 18

REDEVELOPMENT AREA

-  EXISTING REDEVELOPMENT AREA
-  PROPOSED REDEVELOPMENT AREA



2. Redevelopment Plan

Redevelopment in Marysville is the responsibility of the Marysville Community development Agency (MCDA). The MCDA has adopted two documents which guide the city's redevelopment effort. These include the Marysville Plaza Redevelopment Plan (March 17, 1975), and the Marysville Plaza Urban Design and Development Plan (February 1979). Both of these documents are made part of the general plan by reference.

The redevelopment plan calls for the orderly development of a wide variety of uses within the project area, and adopts for land use regulation a redevelopment combining district within which specific land use controls can be combined with a variety of zones. Redevelopment activities are implemented through the adoption of Target Area Plans. As funding becomes available and/or specific developer interest is manifested, the MCDA selects "target areas" which are defined by specific boundaries within the project area. A specific plan of use and development is subsequently adopted for each target area.

The redevelopment plan provides for a redevelopment process consisting of a combination of actions by both the public and private sectors. These actions include the following:

- Acquisition of certain land and/or improvements;
- Demolition of substandard improvements;
- Disposition of land for private development either by sale or lease; any such disposition will be contingent upon the development and use being in full compliance with the plan;
- Relocation assistance for families, individuals and business as required by both state and federal law;
- Rezoning of target and project areas;
- Preservation of significant historical sites;
- Rehabilitation of structurally sound buildings which are compatible with permitted uses within the development area.

Over the past three years, portions of the central business district to the west of the current redevelopment area has been showing increasing signs of blight and economic distress. The MCDA is considering amending the redevelopment plan to expand the existing redevelopment area boundaries in order to deal more effectively with the blight. Figure 18 illustrates the area proposed for consideration for an expanded redevelopment area.

3. Redevelopment Goals and Policies

Goal: To improve the social, economic and aesthetic characteristics of the city through the revitalization of deteriorating areas.

Policies:

- 1) To ensure that all future redevelopment activity within Marysville is consistent with the Marysville Plaza Redevelopment Plan, the Marysville Plaza Urban Design and Development Plan, and individual target area plans.

- 2) To preserve and restore, where feasible, sites having historic significance.
- 3) To give preference to proposals of existing land owners for participation in private redevelopment over all other proposals.
- 4) To ensure that replacement housing is available prior to residential displacement.
- 5) To employ all practical means to limit noise due to redevelopment activity.
- 6) To use and design public buildings and open space in such a manner as to provide a positive incentive for adjacent private development.
- 7) To emphasize safety in the circulation pattern within the project area through the separation of transportation modes.
- 8) To encourage the provision of adequate off-street parking in all project area development plans.

V. IMPLEMENTATION

The implementation program of the General Plan is a coordinated set of specific measures, actions, and activities that the City of Marysville will use to carry out the policies of the General Plan. The following implementation measures have been put in place by city council action and consist of specific actions and programs selected by the council to achieve long term goals through consistent activities. The city may, from time to time, add new measures to this list, modify existing measures, or delete unneeded measures.

Based on various legal interpretations, the general rule for consistency determination is that an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. (State of California, Office of Planning and Research, General Plan Guidelines, Revised 1982.)

A. CITIZEN INVOLVEMENT

1. City Council

The Marysville City Council is vested with the legislative power of the city. Adoption of ordinances, rules, resolutions, regulations, policies and all other actions taken to implement the General Plan are done in public session. (Marysville Municipal Code, Chapter 2.04)

2. Planning

The Marysville Planning Commission is responsible for developing a general plan, for reviewing development plans and proposals, for developing specific plans as may be necessary, and for advising the city council. (Marysville Municipal Code, Chapter 2.24)

3. Recreation

The Marysville City Council acts as the head of the Recreation Department. The council has general supervision of all recreation programs sponsored by the city. (Marysville Municipal Code, Chapter 2.60)

4. Redevelopment

The Marysville City Council acts as the redevelopment agency and has all powers allowed under the Community Redevelopment Law. The city has also created an architectural review board, a project area committee, and a citizens advisory committee. (Marysville Municipal Code, Chapter 2.64 and Title 19)

B. LONG RANGE PLANNING

1. General Plan

The city prepares and updates at periodic intervals, a general plan. The city prepares its general plan in accordance with Government Code Section 65300. The city also uses the General Plan Guidelines prepared by the Office of Planning and Research, State of California.

2. Intergovernmental Relations Advisory Commission (IRAC)

The city is an active participant in IRAC and its efforts to coordinate the activities and actions of local government in the Marysville-Yuba City area.

3. Redevelopment

The city has created a redevelopment area and has a redevelopment plan. The redevelopment area and plan allow the city to stimulate improvements in deteriorating areas. (Marysville Municipal Code, Title 19)

4. Bi-County Solid Waste Authority

The city is an active participant in the Bi-County Solid Waste Authority and its activities to ensure solid waste disposal capability in the Sutter-Yuba area.

5. Hub Area Transit Authority (HATA)

The city is an active participant in HATA and its provision of transit services.

6. Community Television Authority (CTA)

The city is a member of the CTA and is active in its activities concerning cable television.

7. Civil Defense and Disaster

The city has adopted a civil defense and disaster code to guide planning and organization for emergency operations. The code provides guidance for coordination of emergency response and establishes authorities and responsibilities. (Marysville Municipal Code, Chapter 2.68)

8. Street and Sidewalk Standards

The city has adopted a code which sets standards for construction and improvement of streets and sidewalks. (Marysville Municipal Code, Title 11)

9. Recreation Areas

The city has adopted a code to ensure that park and recreation areas are used and maintained for the entertainment and benefit of the public. (Marysville Municipal Code, Title 16)

C. REGULATION

1. Zoning Code

The city has adopted a zoning code that provides a classification applied to property and prescribes the uses to which it may be put and the conditions which must be met. (Marysville Municipal Code, Title 18)

2. Subdivision Code

The city has adopted a subdivision code to implement the Subdivision Map Act, to regulate subdivisions within the city to regulate conversion of rental units, and to direct growth in the city. (Marysville Municipal Code, Title 17)

3. Building Code

The city has adopted a building code which regulates all building within the city, including: building, mechanical, electrical, plumbing, sign, housing and historical buildings. (Marysville Municipal Code, Title 13 and 14)

4. Truck Route Code

The city has adopted a truck route code limiting through trucks to certain streets within the city in order to protect residents from safety hazards and excess noise. (Marysville Municipal Code, Chapter 10.56)

5. Nuisance Abatement and Destruction Codes

The city has adopted codes to abate nuisances, including obstructions of public ways, weeds and rubbish. (Marysville Municipal Code, Chapters 6.12 and 11.28)

6. Animal Code

The city has adopted a code to regulate animals in the city, in order to protect citizens from threats to their health and safety by animals. (Marysville Municipal Code, Title 8)

7. Tentative Map Conditions

The city places requirements on tentative maps as a condition of approval, in order to regulate subdivisions and ensure compliance with local requirements. (Subdivision Map Act, 66411)

8. Refuse Collection

The city has adopted mandatory refuse collection in order to protect the health, safety and welfare of all residents. (Marysville Municipal Code, Chapter 6.08)

9. Underground Utilities Districts

The city has adopted an underground utility district code in order to allow the city to decide if poles, overhead wires, and associated overhead structures would be a safety hazard. (Marysville Municipal Code, Chapter 15.04)

10. Placement of Mobilehomes

The city has adopted a code governing the placement of mobilehomes in areas designated R-1 in the zoning code. (Marysville Municipal Code 18.88)

D. FEES AND CHARGES

1. Building, Planning and Engineering Fees

The city collects building permit, plan check, planning, zoning, and engineering fees, which are used to finance planning service, building inspection, and engineering review. (Marysville Municipal Code, Title 13 and 18)

2. Environmental Review

The city requires payment of fees for the costs of all environmental reviews required. (City Resolution 78-22)

3. Park and Recreation Fees

The city collects park and recreation user fees to maintain park and recreational facilities. (Marysville Municipal Code, Title 16)

4. Parking and Business Improvement Area Tax

The city has established a parking and business improvement area in order to construct and maintain parking facilities, decorate public places, promote public events, and promote retail trade. Revenues are generated from additional business license taxes collected within the area. (Marysville Municipal Code, Chapter 5.44)

5. Sewer Connection Charges

The city has established provisions for construction and expansion of the sanitary sewer system by collecting connection fees from those who want to connect to the system. (Marysville Municipal Code, Chapter 6.04)

E. IMPLEMENTATION MEASURES TO BE DEVELOPED

1. Hazardous Materials Disclosure Code

The city will develop a hazardous materials disclosure code requiring businesses using hazardous materials to provide the city fire department with a list of hazardous materials being used, so that emergency response plans can be prepared.

2. Hazardous Material Cleanup Code

The city will develop a hazardous materials cleanup code which will allow it to collect reimbursement for costs incurred from those responsible for hazardous waste spills.

3. Hazardous Materials Emergency Response

The city will participate in a coordinated emergency response program for hazardous material incidents with other cities and counties in the area.

A P P E N D I X

FINAL ENVIRONMENTAL IMPACT REPORT
CITY OF MARYSVILLE GENERAL PLAN
1985

AUGUST 1985

PREPARED FOR THE CITY OF MARYSVILLE
BY THE



Sacramento Area Council of Governments

Suite 300, 800 "H" Street Sacramento, California 95814

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DESCRIPTION OF PROJECT

PROJECT CHARACTERISTICS

The subject of this Environmental Impact Report is a General Plan revision for the City of Marysville, updating the previous General Plan adopted in 1973. The plan provides information for decision makers regarding the physical, social and economic future of the city. The plan's objectives are presented as goals and policies which express the form and character the city should assume or maintain in future years.

The plan is divided into a number of elements, each of which is of concern in the development of the community. The elements contain goals, policies and recommendations intended to provide direction in how growth is to be accommodated and how to preserve and enhance the city's environment.

PROJECT LOCATION

The Marysville General Plan planning area consists of approximately 10,000 acres located in eastern Yuba County. The planning area is bounded on the west by the Feather River, on the east by Hallwood Boulevard, on the southeast by the Yuba River, and, to the north extends up to Ellis Road (see Figure 1).

PROJECT OBJECTIVE

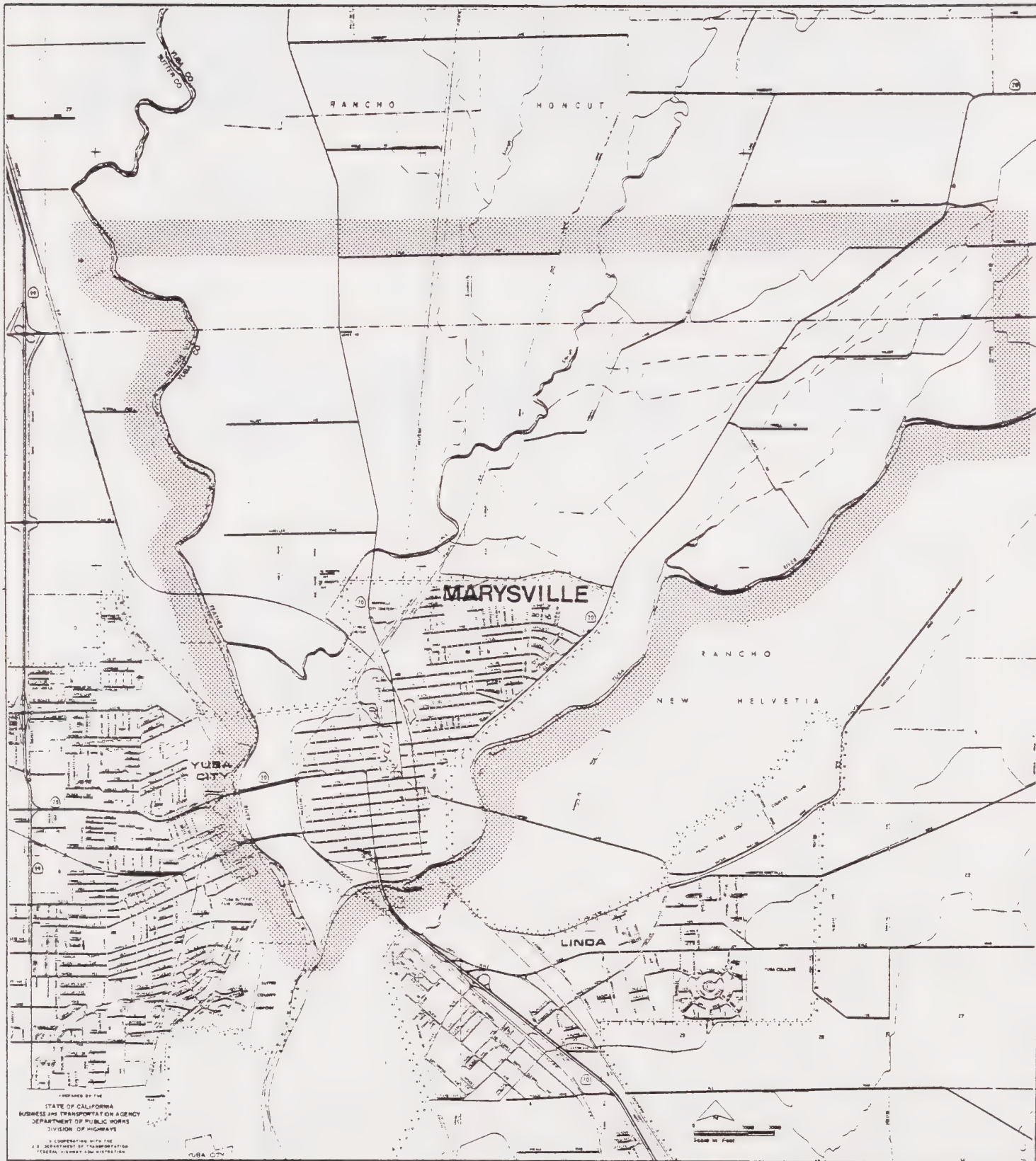
The objective of the Marysville General Plan is to establish a planning base of designated land uses, goals, policies, and recommend actions that will guide the growth and development of the city in a way that balances the economic, residential, social, service, and environmental needs of the community. The plan projects and anticipates growth to the year 2005. The plan does not make specific development proposals. Instead, the plan establishes a framework within which specific development proposals will be evaluated and accommodated.

PROJECT APPLICANT

City of Marysville
c/o Mr. Jim Onderek
Director of Public Works
526 C Street
Marysville, CA 95901

FIGURE 1

MARYSVILLE PLANNING AREA



SCOPE OF EIR

The adoption of a general plan constitutes a project under the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. Since it has been determined that the proposed General Plan may significantly affect the environment, the preparation of an EIR is required. It should be noted that a general plan EIR is not as specific as an EIR on a specific project, given the broad scope and general nature of general plans. The State CEQA Guidelines state that, "An EIR on projects such as the adoption or amendment of ... a local general plan should focus on the secondary effects that can be expected to follow from the adoption, but the EIR need not be as detailed as an EIR on the specific construction project that might follow" (Title 14 California Administrative Code Section 15147 (b)).

Any future development projects that are proposed will require an EIR which addresses specific development impacts in detail.

SETTING, ENVIRONMENTAL IMPACT, AND MITIGATION MEASURES

ATMOSPHERIC CONDITIONS

The climate of the Marysville area is characterized by the hot, dry summers and cool, moist winters typical of the California Central Valley. Average monthly temperatures range from about 79°F in July to about 46°F in January, with temperature extremes ranging from over 110°F to below 20°F. The average annual frost-free period is approximately 280 days.

Precipitation averages to about 20.6 inches per year, with approximately 85 percent of the annual rainfall occurring between the months of October and March.

Meteorological conditions in the Sacramento Valley are influenced by the surrounding topography. The three mountain ranges to the east, north and west of the Valley have a channeling effect on the winds in the area. During the summer, marine air from the San Francisco Bay flows into the Sacramento Valley through the Carquinez Straits and the Cordelia Gap in the Coast Range.

Air pollution in the Marysville area is relatively minimal due to the small size of the city, absence of large traffic generators, and the natural mixing and circulation of air masses. Local air quality is adversely affected to some extent, however, by the influx of polluted air from the San Francisco Bay area, and by the presence of State Highways 70 and 20 which pass through the center of Marysville. Air quality is also affected by agricultural burning which takes place in the valley during the summer and fall.

Marysville is located in the Sacramento Valley Air Basin, which is comprised of eight northern central valley counties including Yuba County, and portions of two other counties. The Yuba County Air Pollution Control District is the local agency responsible for monitoring ambient air quality in Yuba County, as well as inspecting and controlling air pollution emissions from stationary sources.

Impacts - Air Quality

The proposed General Plan would unavoidably and adversely affect air quality to a minor degree in that it would allow or encourage population, commercial, and industrial growth. These negligible adverse effects would be due to:

1. Short-term vehicular emissions attributable to construction as development occurs.
2. Increased emissions generated by future urban development, primarily auto emissions.
3. Loss of pollutant absorbing capacity and oxygen production of local vegetation as a result of the removal of existing vegetation.

Mitigation Measures - Air Quality

The proposed General Plan establishes the following air quality policy:

"Maintain the air in the community as free from unnecessary air pollutants as feasible."

SOIL CONDITIONS

The principal soil types in the Marysville area consist of sandy loams and river silt deposits of Yokohl-Kimball, Ramada-Columbia and Wyman-Ryer associations. The predominant soils at the City of Marysville are shallow to moderately deep, well drained soils with very slowly permeable subsoils underlain with hardpan.

Agricultural suitability under the Storie Index Rating range from grade 1 to grade 6 (except grade 5), with grade three soils predominating. Soils of Grade 1 are excellent and have very minor or no limitations that restrict their use for crops. Soils of Grade 2 are good for most crops, but they have minor limitations that narrow the choice of crops and have a few special management needs. Grade 3 soils are only fairly well suited for crops, and have some limitations that require special management. Grade 4 soils are poorly suited for most crops; if used, they require special management. Grade 5 soils are very poorly suited for cultivated crops, but can be used for pasture or range. Grade 6 consists of soils and land types that generally are not suited to farming.

Impact - Soil Conditions

The impact of future development within the existing city limits is judged to be minimal because little undeveloped land remains within the city, and that which does remain is unsuitable for most agricultural uses. Future urban development to the north of the existing city limits would, however, have a significant adverse impact on soils currently used largely for agricultural purposes.

Mitigation Measures - Soil Conditions

If and when the annexation of additional land to the city for urban development is considered, the city's environmental review should carefully evaluate the impact and trade-offs of the urbanization of agriculturally-productive soils.

HYDROLOGIC CONDITIONS

Major rivers in the Marysville area include the Feather River to the west and the Yuba River to the east of the city. Both rivers are perennial rivers fed by high mountain springs, lakes and snowfields. Simmerly-Jack Slough joins the Feather River north of Marysville.

The Feather River, which is the largest eastern tributary to the Sacramento River, drains an area of about 3,900 square miles. The North, Middle and South Forks are the three principal headwater tributaries to the Feather River. These tributaries flow southwest to join at Lake Oroville. The main stem of the river flows west from Oroville Dam to Oroville, and south past Marysville to the Sacramento River. The Yuba River rises on the western slope of the Sierra Nevada Mountains, and drains a total area of about 1,350 square miles, most of which consist of foothills and mountains. The three principal tributaries which form the main stem are the North, Middle and South Yuba Rivers. The Simmerly-Jack Slough drainage area is approximately 55 square miles, consisting of valley floors and foothills.

The City of Marysville is located on the flood plain of the Feather and Yuba Rivers, however, the city is entirely surrounded by a levee system which, along with the flood control water storage projects, provide a high degree of flood protection.

In past years, Marysville has been flooded numerous times. Levee systems around the city were first installed in 1869, following the severe floods of 1861-62. Since that time, many levee improvements and additions have been made. The last major flood which occurred in December 1964, could potentially have been the most disastrous flood known to occur in the area, had not the Oroville Lake Project been partially constructed.

Lake Oroville and Bullards Bar Reservoir with capacities of 3,500,000 acre-feet and 960,000 acre-feet, respectively, are flood control reservoirs which provide flood protection to the Marysville area.

In 1976, the U.S. Army Corps of Engineers conducted a flood insurance study for Marysville. The study concluded that with the extensive levee system and coordinated operation of the flood control reservoirs, the city was judged to be protected for the magnitude of flooding that would occur on the average of once every 500 years (500-year flood).

The California Water Service provides the City of Marysville's domestic water supply. Ten groundwater wells within the city provide a total maximum pumping capacity of 9.5 million gallons per day (mgd). Average consumption rate is about 2.5 mgd, ranging from 1.5 mgd during the winter to a maximum of about 6.4 mgd during the hottest part of the summer.

The existing water quality is considered to be good. Concentrations of total dissolved solids, calcium carbonate, chlorides, fluorides and nitrates are all relatively low. Taste and odor are occasionally affected by relatively high concentrations of iron and manganese, however, chlorination of certain well waters is presently being used to control these problems.

Impacts - Hydrologic Conditions

Certain water-related impacts may occur as a result of development encouraged by the proposed General Plan.

1. A degradation of water quality during construction.
2. An increase in surface water runoff due to the over-covering of permeable soils.

3. The continued lowering of the groundwater elevation due to increased urban development, both residential and industrial.
4. Potential obstruction or alteration of natural floodways.

Mitigation Measures - Hydrologic Conditions

An increase in water quality degradation during construction and the increase in surface runoff cannot be eliminated, but will be reviewed and mitigation measures will be established during the environmental review of specific projects and the routine implementation of the city's building, zoning and subdivision standards.

Floodplains are indicated in the proposed General Plan and zoning maps for the city. Developments that would obstruct or alter flows in any of these watersheds will not be permitted by the city.

VEGETATION AND WILDLIFE

No rare or endangered animal species inhabit the Marysville area. The existing natural habitat areas at Marysville consist primarily of riparian (streamside) habitat along the Yuba and Feather Rivers, and limited areas of undisturbed grassland. The Simmerly-Jack slough area north of Marysville is also of significance in terms of wetlands habitat.

Common organisms in this area include deer, raccoon, beaver, otter, muskrat, cottontail, ground squirrel, ring-neck pheasant, and quail. The Marysville vicinity also serves as a wintering area for migratory waterfowl along the Pacific Flyway.

The aquatic habitat of the Yuba and Feather Rivers supports anadromous fish such as king salmon, steelhead, and striped bass. Resident game fish which occur in the rivers include black bass, shad, catfish, bluegill and spotted bass.

Riparian vegetation is characterized by the willow, cottonwood, bullrush and cattail along the river banks. The California Native Plant Society lists only the common woolly sunflower as a rare or endangered species occurring in Yuba County, however, this plant is generally only found at elevations of 3,500 feet to 5,500 feet, and has never been observed in the near vicinity of Marysville.

Impacts - Wildlife and Vegetation

1. Development of the planning area would eliminate some existing vegetation which provides cover, food sources, and habitat for wildlife.
2. Urbanization increases storm runoff and introduces motor fuels and lubricants, pesticides, fertilizers, and other chemicals and substances.

Mitigation Measures - Wildlife and Vegetation

The environmental impact of future specific development projects should evaluate the specific impacts on vegetation and wildlife on a case by case basis. Mitigation measures required for specific projects should seek to minimize the adverse impacts of urbanization on vegetation and wildlife.

HISTORICAL FEATURES

There are three buildings currently on the National Register of Historic Places. These are the Bok Kai Temple, The Ramirez House and The Ellis Building. The Marysville Historic Building survey, conducted in 1978, surveyed all structures located within the city constructed prior to 1930. The consultants who conducted the survey identified 162 of the structures surveyed as having historic significance.

Impacts - Historical Features

The effects of the proposed General Plan on the historical features of the planning area are considered less than significant.

Mitigation Measures - Historical Features

None recommended.

DEMOGRAPHIC CHARACTERISTICS

Population in the city of Marysville totalled 3,991 in 1900. By 1920 population increased to 5,461, and continued to increase to 6,646 in 1940. Between 1940 and 1960 population continued to increase steadily from 6,646 to 9,553. Between 1960 and 1970 population declined slightly to 9,353. Population rose again to 9,898 in 1980, and continued to increase gradually until January 1984, when the population was estimated to be 10,450.

In 1980, the population, as reported on the U.S. Census, consisted of 8,287 white, 525 Black, 154 American Indian, 3 Eskimo, 2 Aleut, 103 Japanese, 187 Chinese, 76 Filipino, 6 Korean, 20 Asian Indian, 8 Vietnamese, 6 Hawaiian, 6 Samoan and 515 other. Included in the population were 875 persons of Spanish origin. A total of 4,902 males and 4,996 females lived in Marysville and their median age was 31.2 years. There were also 1,382 persons 65 years or older.

Of the total population of Marysville, 2,295 had completed three years or less of high school, 2,549 had completed four years of high school, 1,737 had up to three years of college, 434 had completed 4 years of college, and 484 had five or more years of college.

In 1980, there were 2.29 persons per household. This compares with 2.47 persons per household in 1975, 2.71 in 1970, and 2.86 in 1960. Clearly, the trend towards smaller household sizes has continued in Marysville.

The median family income for Marysville residents was \$18,844 in 1980.

Impacts - Demographic Characteristics

Changes to the existing demographic conditions in Marysville due to planned growth are considered to be less than significant.

Mitigation Measures - Demographic Characteristics

Accurate measurement of demographic changes can only be measured by census taking which occurs every five or ten years. The city should, however, evaluate projected demographic changes during the environmental review of specific projects to ensure that housing and public service needs can be met.

LAND USE, PUBLIC FACILITIES AND SERVICES

Land Use

The levee systems which protect Marysville from flooding restrict urban development to the area within their bounds and are the major controlling factor affecting the future growth of the city. Because of the severe limitations on growth caused by the small amount of remaining undeveloped land within the city, it is unlikely that much more growth will occur within the existing city limits. Residential development is severely hampered by a lack of available land. Approximately 15 acres are left for residential development. It is clear that once build-out occurs, there will be no additional residential units added unless new area is added to the city, or additional units are added as part of the redevelopment process.

There is also little land left for industrial development within the city. Less than 10 acres remain, and it is contemplated that it will be developed in light industrial as a result of relocation or expansion of existing firms. Vacant commercial land within the city is also limited, with approximately ten acres remaining. Additional commercial space may ultimately become available downtown within the city's redevelopment area as retail, office and restaurant development occurs as a result of the redevelopment process.

The proposed General Plan indicates that the existing pattern of land uses in this area will continue with only minor changes. The area will continue to be a mixture of residential, commercial, industrial and public uses. Within the existing and proposed development areas, the existing pattern of land uses may be modified to some extent as redevelopment proceeds.

For planning purposes, the General Plan assumes that the maximum population size at full build-out will not exceed 11,500 persons. The historical population growth rate and the projected growth rate for the area within the existing city limits are shown below:

CITY OF MARYSVILLE POPULATION GROWTH
1950 - 2005

<u>Year</u>	<u>Population</u>	<u>Average Annual Growth Rate (%)</u>
1950	7,826	
1960	9,553	2.20
1970	9,353	-0.20
1975	9,254	-0.21
1980	9,898*	1.39
1985	10,480*	1.17
1990	10,611*	0.25
1995	10,723*	0.21
2000	10,852*	0.24
2005	10,983*	0.24

*Sources: 1980 Census of
Population and Housing
Population Research Unit,
State Department of Finance
Research and Computing
Services, SACOG

Any future growth in excess of the few remaining acres of vacant land that exists will have to occur outside of existing city limits. The most likely direction of future city growth would be to the north of the existing city, between Simmerly-Jack Slough and Highway 20. This area is, however, currently subject to flooding, and the construction of a levee system would be required before any form of urban development is at all feasible. Funding for such a project is currently not available and is beyond the means of the city, private developers and landowners. Therefore, annexation of this area is not expected to occur for some time, if at all.

Public services are provided to the project area as follows:

Fire Protection	Marysville City Fire Department
Police Protection	Marysville Police Department and Yuba County Sheriff's Department
Public Water Service	California Water Service
Public Sewer Service	City of Marysville
Solid Waste Removal	Yuba-Sutter Disposal, Inc.

Electricity	Pacific Gas and Electric Company
Schools	Marysville Unified School District, Yuba Community College-Linda
Public Works	Marysville Public Works Department

Impacts - Land Use

The impacts of future development within the existing city area are considered minimal due to the limited amount of undeveloped land remaining. In the event that the decision to develop the area north of the city is made, and funding for levee construction becomes available, the opening up of this area for development could have a significant impact as the resultant increase in population and urban structures would create a need for the extension, and possible upgrading of capacity, of existing city infrastructure and services. The specific impact of development would vary greatly depending upon the type, location and density of urban growth.

Mitigation Measures - Land Use

If and when the annexation of land for development outside of existing city limits is seriously considered, the city should carefully evaluate the impacts and tradeoffs of such development.

Water Service

Water service in Marysville is provided by the California Water Service Company, a privately-owned and operated utility. Nearly 70% of the existing connections are residential, with commercial and industrial connections making up the balance.

The domestic water supply in Marysville is obtained entirely from ground water. Wells are located throughout the city. Five wells are equipped with solution feed gas chlorinators to eliminate hydrogen sulfide odors. No additional treatment is provided for the domestic water.

The general condition of the distribution system is good and there are no areas where adequate water pressure is a problem. Storage is provided by means of an elevated tank. The tank has a 300,000 gallon condition capacity and a maximum water surface elevation of 94 feet. The condition of the tank is good. The existing water system has a capacity of approximately 9.5 million gallons per day (mgd), far in excess of present peak summer loadings.

Impacts - Water

Extension of water supply services to developing sections of the existing city can be anticipated to be accomplished with no difficulties. If a significant amount of development outside of the existing city area ultimately occurs as a result of annexation, the demand for water could exceed water supply capacity.

Mitigation Measures - Water

If and when the annexation of land for development outside of existing city limits is considered, the city's environmental review should carefully evaluate the impact of proposed development projects on remaining water system capacity.

Sewage Disposal System

The City of Marysville currently provides sewage disposal service to an area generally coincidental with city boundaries. The city currently operates a secondary treatment plan and facility in the southwest section of the city. The original facility was constructed in 1949 and went to full secondary treatment in 1963. Existing treatment processes include communitation, grit removal, primary sedimentation, biofiltration, and secondary clarification. Effluent disposal is to a series of percolation ponds.

The existing sewage treatment plant has a design capacity of 3.5 mgd. Present sewage flows average 1.25 mgd, with peak flows reaching 1.6 mgd during the warmest months. Sewage flows can be expected to increase approximately to 1.5 mgd by 1990.

The condition of the existing sewage treatment plant and distribution system is generally good. The cost for sewage disposal service is financed through the Sewer Enterprise Fund, a combination of user fees and the General Fund. In addition, the city requires a sewer connection fee for all new development. Funds obtained from these fees are placed in a "Sewer Improvement Fund" for the purpose of financing improvements to the sanitary and storm sewer systems.

Impacts - Sewage

The existing sewage treatment plant has capacity to serve the projected city population at full build-out. Development occurring as a result of future annexation could result in the plant reaching capacity.

Mitigation Measures - Sewage

If and when the annexation of land for development outside of existing city limits is considered, the city's environmental review should carefully evaluate the impact of proposed development projects on remaining plant capacity.

Solid Waste Disposal

Yuba-Sutter Disposal, Inc. under city franchise, collects all municipal solid waste generated within the city. Weekly pickup service is provided, with solid waste being disposed of at the Yuba-Sutter Disposal, Inc. site. Another site, the Yuba-Sutter Disposal Area, exists and is used by private individuals wishing to dispose of various types of solid waste.

Impacts - Solid Waste

The existing disposal sites have a projected life of approximately two years, after which alternative disposal methods will have to be used.

Mitigation Measures - Solid Waste

The city should continue to examine alternative disposal sites or methods, and select the most appropriate ones for use prior to the closure of the existing sites.

Storm Drainage

The city of Marysville's stormwater runoff basically drains into three separate areas. Storm water drains into a detention basin located at Second and F Streets and 17th and Hall Streets from which water is pumped out over the levee and discharged into the Yuba River. The largest part of the city's storm water drains into three interconnected lakes: East Lake, North Ellis Lake, and Ellis Lake. During the summer, storm water bypasses Ellis Lake and flows by gravity into a settling basin located on the river side of the levee. If the bypass system cannot handle the flow, water flows into the lake and then is pumped over the levee and discharged into the Feather River. Clean water is maintained in the lake by means of a fresh water well. The piping system has the capability to carry the runoff from a 10-year storm and the pumps from a 25-year storm.

Impacts - Storm Drainage

The storm drainage system within the city can effectively handle storm runoff. Any future development occurring outside of existing city limits would require the installation of adequate drainage facilities.

Mitigation Measures - Storm Drainage

If and when development occurs outside of the existing city area, the city should require developers to install drainage facilities as a condition of development.

Fire Protection

Fire protection to the city of Marysville is provided by the Marysville City Fire Department.

Impacts - Fire Protection

All areas in the existing city are adequately served at present, and existing fire station facilities should be adequate to serve the city at full build-out. Any significant growth occurring outside of the existing city area would require the augmentation of fire protection personnel and facilities.

Mitigation Measures - Fire Protection

If and when the annexation of land for development outside of existing city limits is considered, the city's environmental review should carefully evaluate the impact of proposed development projects on fire protection services.

Police

Police protection in the planning area is provided by the Marysville Police Department in the City and by the Yuba County Sheriff's Department in the unincorporated area.

The Marysville Police Department currently has 23 sworn officers or one officer per 455 persons based upon estimated 1985 population levels.

Impacts - Police

Build-out of the existing city area is unlikely to result in the need for additional police personnel. Any future development outside of the existing area may, however, necessitate additional officers.

Mitigation Measures - Police

The impact of specific development proposals on the police department's ability to provide services should be carefully evaluated by the city.

Circulation and Transportation

Marysville has no freeways within or near its jurisdiction; however, two state highways - Routes 70 and 20 - intersect at the center of Marysville. In addition to the state highways, Fifth Street is a major arterial carrying a large volume of through-traffic. Collector streets include: 22nd, Hall, Covillaud, Ramirez, E, 10th, 14th, and H Streets. The remainder of the city's streets are local streets.

Transit service in Marysville is operated by the Hub Area Transit Authority (HATA), a system encompassing transit for both Sutter and Yuba Counties. The system consists of three types of service: 1) Hub Area Shuttles - fixed-route service in the Marysville-Yuba City urban area; 2) Dial-a-Ride service in the Marysville-Yuba City urban area; and 3) Rural Area Fixed-Route service in Sutter, Yuba and Sacramento Counties.

HATA provides four urban fixed routes to Marysville. Two of these routes connect Marysville to Yuba City via State Route 20. A third route leads from Marysville to Linda with a connecting line to Olivehurst. The fourth route runs internally in Marysville. The service operates weekdays from 7 a.m. to 6 p.m.

Dial-a-Ride service operates seven days a week from 7 a.m. to 7 p.m. on weekdays and 9 a.m. to 3 p.m. on weekends. Ridership eligibility is unrestricted unless the rider's destination is within one quarter mile of the shuttle service. The rider is then required to ride the shuttle unless the rider is elderly or handicapped.

The Rural Service is centered around the departure point at Montgomery Wards on 10th and E Streets in Marysville, with four different routes leading out from this point, to Live Oak, Challenge, Wheatland and Sacramento.

Impacts - Circulation and Transportation

With full build-out of the existing city area, impacts on the circulation and transportation system are expected to be minimal. Development occurring outside of the existing city area would have significant impacts on the circulation and transportation system, resulting in new streets and roads, the creation of new traffic patterns and possible congestion within the existing city area, the demand for additional transit service. If the need arises to expand these facilities, costs would have to be paid by the city and/or developers.

Mitigation Measures - Circulation and Transportation

1. The city should periodically monitor the need to augment transit service within the existing city area to assure that transit needs are met.
2. If and when a decision is made to annex land for development outside of existing city limits, the city's environmental review should carefully evaluate the impact of proposed development projects on the circulation and transportation system.

Schools

Marysville is served by two public school systems and one private school. The city is part of the Marysville School District, which serves most of Yuba County. The city is also within the Yuba College District which serves Yuba, Sutter and Colusa Counties. A private elementary school, Notre Dame Elementary School, also exists within the city.

Impacts - Schools

Build-out within the existing city area is not expected to result in student levels which exceed existing school capacities. Any significant residential development occurring outside of the existing city area would generate enrollment demands in excess of existing school system capacities.

Mitigation Measures - Schools

In the event that development occurs outside of existing city limits due to annexation, the city should cooperate with the two school districts to evaluate the impact of specific development proposals on the district's ability to provide adequate service.

Utilities

Impacts - Utilities

While the growth projected would require expansion of services by utility providers, the impact is not significant as planning for and accommodating new growth is a continuing function of utility providers.

Mitigation Measures - Utilities

The city should continue to cooperate with utility providers in evaluating the impact of specific future development proposals.

Energy

Impacts - Energy

Energy impacts can be divided into short and long-term. Short-term impacts are energy used during construction and in preparing construction materials. Long-term impacts are energy consumed by new industry, commerce, residences, for travel within the city, and by commuters to other cities.

Mitigation Measures - Energy

1. The city should attempt to keep any future urban development contiguous to minimize the length of intracity trips and the energy used in constructing streets.
2. The city should encourage well-designed and energy efficient new construction.
3. The city should cooperate with PG&E and others offering programs to retrofit existing structures for greater energy efficiency.
4. The city should continue to encourage bicycle and pedestrian travel and public transit as means to reduce auto-related energy consumption.

Noise

Impacts - Noise

The Noise Element of the proposed General Plan identifies State Highways 70 and 20, and the Southern Pacific and Western Pacific Railway lines as the major noise generators within the planning area. In addition, the Beale Air Force Base Air Installation Compatible Use Zone (AICUZ) Report identifies an area northeast of the existing city limits, but within the planning area, which lies within the 65 Ldn noise contour.

Mitigation Measures - Noise

The proposed General Plan contains the following policies, the goal of which is to protect residents from health hazards and annoyance associated with excessive noise levels:

1. To require analysis of potential noise from new development or impacting new development and require mitigation measures that reduce noise impacts to acceptable standards.
2. To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks.
3. To control noise sources in residential areas by restricting truck traffic to designated truck routes.
4. To consider the adoption and enforcement of a community noise ordinance to be used as an instrument for short-term or immediate solutions to intrusive noise occurrences.
5. To discourage the use of Covillaud Street as a major arterial where it passes near Kynoch Elementary School if annexation into Simmerly-Jack Slough takes place.
6. To examine any new source of noise projected at or above 70 db at 50 feet for compatibility with existing or projected planned neighboring land uses prior to the granting of a rezoning or building permit.
7. To encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic noise.

SUMMARY OF IMPACTS AND THEIR DISPOSITION

SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

Preceding sections of this EIR have identified several potential adverse impacts attributable to the project. The magnitude of most of these impacts would be largely dependent upon whether or not the suggested mitigation measures are adopted and incorporated into the project. In the absence of mitigation, it is possible that future indirect impacts of the project described may result. In the opinion of the EIR preparer, if the suggested mitigation measures are implemented, the impact of the project would be considered less than significant.

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Implementation of the proposed General Plan would result in the development of urban land uses in future years in the few currently undeveloped areas remaining within the existing city limits. Such development would result in a commitment of certain resources, including soil and air to urban uses as well as long-term commitment of non-renewable energy resources toward the maintenance and operation of the urban area.

If a decision is made in the future to annex land north of the existing city for urban development, a significant amount of agricultural land would be eliminated for agricultural uses. In addition, the commitment of resources listed above associated with urban development would also result.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Some potential indirect impacts may occur as a result of the implementation of the revised General Plan. However, in the opinion of the EIR preparer, if the suggested mitigation measures are implemented, the impact of the project would be considered less than significant.

Other irreversible changes associated with the proposed General Plan which are considered less than significant, and for which no mitigation is required, are as follows:

1. Minor increase in local consumption of finite natural resources such as aggregates, petrochemicals and metals.
2. Increased local consumption of energy to construct and maintain proposed improvements.
3. Increase in the commitment of local vacant land to urban development.

The annexation of the area north of the city and subsequent development would commit a significant amount of existing agricultural land to urban uses, and would result in changes 1 and 2 referred to above.

GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

The emphasis of the proposed General Plan is to designate areas where, in the city's view, growth should occur. The designation of these lands for residential, industrial, and commercial development implies that such growth is acceptable to the community.

Major growth inducing impacts would occur if annexation for urban development occurs. Such development would result in increased population, housing, services and traffic.

ALTERNATIVES TO THE PROPOSED PROJECT

In preparing general plans, many arrangements of land uses and facilities can usually be designed to fulfill the objective of making the community as desirable as possible a place in which to live and work. In the case of Marysville, however, the number of practical alternatives available is limited due to the fact that urban development currently is substantially restricted within the circular system of levees which protect the city from flooding.

The no-action alternative would mean leaving the existing 1973 General Plan in force for guiding future development. Due to the age of the existing plan, this alternative is undesirable.

Another alternative would be to restrict the planning boundary for future development to the area within the existing city limits. This alternative is also undesirable, since the city is close to maximum build-out and should at least consider the possibility of future expansion outside of these boundaries.

COMMENTS AND RESPONSES

Few comments were received on the draft EIR. Written comments are reproduced at the end of this section. A summary of each comment and a response follows.

Notice from State Office of Planning and Research

- Comment: Acknowledgement notice

Response: None required

Letter from Pacific Gas and Electric Company (June 7, 1985)

- Comment: We suggest that specific limits and permitting policies (in the General Plan Noise Element) be addressed as part of a noise ordinance and that the General Plan provide policy only.

Response: The decision as to whether specific limits and permitting policies be located in the General Plan text or in a separate noise ordinance is at the discretion of the Marysville City Council.

Letter from Beale Air Force Base (June 11, 1985)

- Comment: The 70 Ldn noise contour as it impacts the Marysville planning area should be illustrated in Figure 17 of the General Plan.

Response: Copies of the final Marysville General Plan will include the 70 Ldn noise contour in Figure 17.

Letter from California regional Water Quality Control Board (June 12, 1985)

- Comment: CRWQCB staff have no objections to the proposed General Plan.

Response: None required

ACKNOWLEDGEMENT

State of California
Project Notification and Review System
State Clearinghouse
(916) 445-0613

REC'D MAY 13 1985

MARYSVILLE GENERAL PLAN, 1985
STATE CLEARINGHOUSE NUMBER: 85020411
REVIEW STARTS: 05/02/85
REVIEW ENDS: 06/17/85
CONTACT: PEGGY OSBORN
(REVIEW STARTS ON NEXT DAY WHEN DOCUMENT IS
RECEIVED AFTER 10:00 A.M.)

Please use the State Clearinghouse Number on future correspondence with this office and with agencies approving or reviewing your project.

This card does not verify compliance with environmental review requirements. A letter containing the State's comments or a letter confirming no State comments will be forwarded to you after the review is complete.

Rev. 8/83

REC'D JUN 10 1985

PACIFIC GAS AND ELECTRIC COMPANY

PGE



530 "E" STREET • MARYSVILLE, CALIFORNIA 95901 • (916) 742-7344

A. D. JOHNSON
DIVISION MANAGER

June 7, 1985

Mr. David Boyer
Sacramento Area Council of Governments
Post Office Box 808
Sacramento, California 95804

Dear Mr. Boyer:

Marysville Draft General Plan and Draft EIR

Thank you for the opportunity to review Marysville's Draft General Plan and Draft EIR which will serve as a guide for the orderly growth and development of the City of Marysville.

While we do not anticipate any significant environmental impacts from the project we do wish to make the following comment:

Noise Element: Recommends that the City adopt a noise ordinance. We suggest that specific limits and permitting policies be addressed as part of the noise ordinance and that the General Plan provide policy only.

Hazardous Materials: The City plans to develop a disclosure code requiring businesses using hazardous materials to provide the Fire Department with a list of materials being used. A hazardous materials cleanup code and emergency response program are also proposed. Our Regional Hazardous Materials Coordinator would be available to participate in the code development if you so desire. Her name is Stephanie Moulton and she can be reached at 916-721-5273 in our Sacramento Office.

Please feel free to give me a call if you have any questions.

Sincerely,

Jerry R. Noonan
Division Land Supervisor



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 9TH COMBAT SUPPORT GROUP (SAC)
BEALE AIR FORCE BASE, CA 95903

REC'D JUN 12 1985

DEED (Lt.Hobbs, (916) 634-4485)

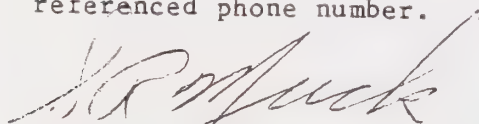
11 JUN 1985

Marysville Draft General Plan and Draft EIR

Sacramento Area Council
of Governments
ATTN: David Boyer, Planner II
800 H Street, Suite 300
Sacramento, CA 95814

1. Our only comment on the referenced plan and draft EIR pertains to a 70 LDN noise contour not shown in Figure 17, page 55 which may be of significance. Please refer to Beale AFB Air Installation Compatible Use Zone Report, 1982, Figure IV-1. This comment also includes any statements referring to Figure 17, page 55 elsewhere within the referenced plan.

2. If you have any questions, please contact our Lt. Hobbs at the above referenced phone number.


S. R. MUCK, Chief Engineer
Engineering and Environmental
Planning Branch

Memorandum

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD • CENTRAL VALLEY REGION

3201 S Street

Sacramento, California 95816

Phone: 445-0270

TO: Peggy L. Osborn
State Clearinghouse A-8
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: Brian Newman
Area Engineer

RECEIVED
JUN 14 1985
RECEIVED

DATE: 12 June 1985

SIGNATURE: Brian Newman

SUBJECT: MARYSVILLE DRAFT GENERAL PLAN AND DRAFT EIR, SCH# 85040211

Thank you for requesting comments on the content of the Marysville Draft Master Plan. We have reviewed the report and have no objections to the proposed plan.

If you have any questions please contact me at 2-1596.

BCN:lj1

Enclosure

✓cc: David Boyer, Sacramento Area Council of Governments, Sacramento

1. Project Title: City of Marysville General Plan Update, 1985
2. Lead Agency: City of Marysville 3. Contact Person: David Bover
3a. Street Address: 526 C Street 3b. City: Marysville
3c. County: Yuba 3d. Zip: 95901 3e. Phone: (916)441-5930
PROJECT LOCATION 4. County: Yuba 4a. City/Community: Marysville
4b. (optional) Assessor's Parcel No. 4c. Section Two Range
5a. Cross Streets: 5b. For Rural, Nearest Community:
6. Within 2 miles of: a. State Hwy No. 20870 b. Airports Yuba CO. Airport, Macarney Feather and Yuba Rivers

7. DOCUMENT TYPE 8. LOCAL ACTION TYPE 10. DEVELOPMENT TYPE
CEDA 01 ☒ General Plan Update 01 Residential: UNITS Acres
02 Map 02 New Element 02 Office: Sq. Ft.
03 Early Cong 03 General Plan Amendment Acres Employees
04 Map One 04 Master Plan 03 Shopping/Commercial: Sq. Ft.
05 Draft EIR 05 Annexation Acres Employees
06 Supplement/ 06 Specific Plan 04 Industrial: Sq. Ft.
07 Subsequent EIR 07 Redevelopment Acres Employees
(If so, prior SCH #) 08 Rezoning 05 Sewer: MGD
9. TOTAL ACRES: 10,000 06 Water: MGD
10. Final Document 07 Transportation: Type
11. Other 08 Mineral Extraction: Mineral
09 Information Only 09 Power Generation: Megawatt
10 Final Document Type:
11 Other 10 Other:

12. PROJECT ISSUES DISCUSSED IN DOCUMENT
01 ☒ Aesthetic/Visual 08 ☒ Geologic/Seismic 15 Sewer Capacity 22 ☒ Water Supply
02 ☒ Agricultural Land 09 Jobs/Housing Balance 16 ☒ Soil Erosion 23 ☒ Wetland/Riparian
03 ☒ Air Quality 10 Minerals 17 ☒ Solid Waste 24 ☒ Wildlife
04 ☒ Archaeological/Historical 11 ☒ Noise 18 ☒ Toxic/Hazardous 25 ☒ Growth (Including
05 Coastal Zone 12 ☒ Public Services 19 ☒ Traffic/Circulation 26 ☒ Incompatible Landuse
06 ☒ Fire Hazard 13 ☒ Schools 20 ☒ Vegetation 27 ☒ Cumulative Effects
07 ☒ Flooding/Drainage 14 Septic Systems 21 ☒ Water Quality 28 Other
12. FUNDING (approx.) Federal \$ State \$ Total \$
13. PRESENT LAND USE AND ZONING:

14. PROJECT DESCRIPTION: General Plan Update for the City of Marysville

15. SIGNATURE OF LEAD AGENCY REPRESENTATIVE: David B. Bover Date May 1, 1985

NOTE: Clearinghouse will assign identification number for all documents filed with it.

CLEARINGHOUSE CONTACT:

Reggy L. Osborn

STATE REVIEW BEGAN:

5/2

DEPT. REVIEW TO AGENCY:

6/10

AGENCY REVIEW TO SCE:

6/14

SCE COMPLIANCE:

6/17

W/C V/C

/ RESOURCES

/ CONSERVATION

/ FISH/GAME

/ PARKS&REC/CEP

REGION 5 FACTO

W/C V/C

/ CALTRANS 3

/ AERONAUTICS

/ EEO

/ HEALTH SVCS

/ PUBLIC WORKS

/ CORRECTIONS

/ GENERAL SVCS

/ CLM (SCHOOLS)

/ SANTA RITA MOUNTAIN

/ TEA/CALIFORNIA

/ ELGA- CTR

/ CALIF- CTR

/ OS BLV

/ OTHER

ORGANIZATIONS AND PERSONS CONSULTED

1. J. C. Onderek, Director of Public Works, City of Marysville
2. Royce L. Mathews, Commander, Beale Air Force Base
3. Paul T. Jensen, Regional Manager, State Department of Fish and Game
4. Wayne Shijo, Associate Planner - Air Quality, Sacramento Area Council of Governments

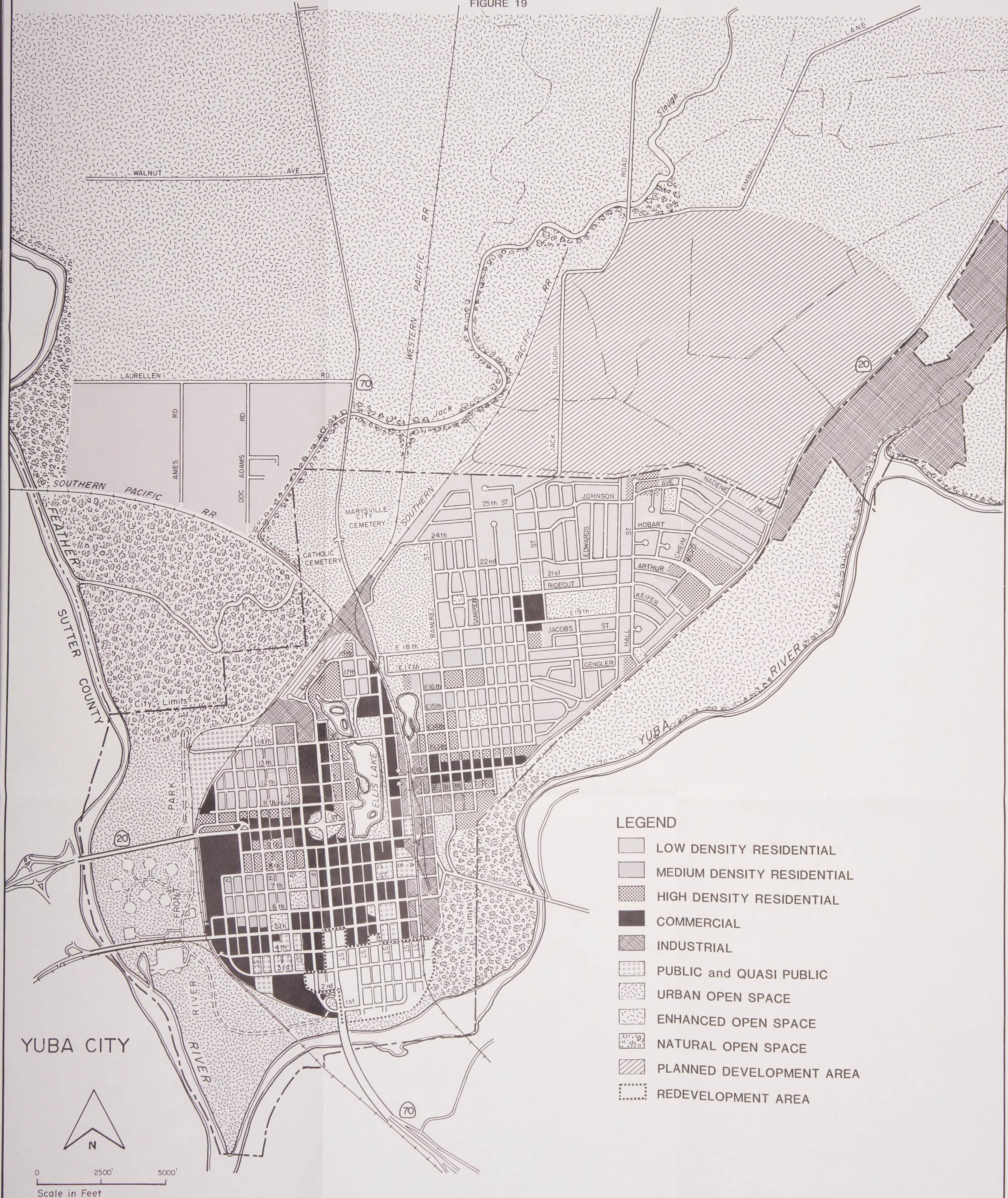
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2. Herbert Jr., Fred W., and Begg, Eugene L., Soils of the Yuba Area, California, June 1969
3. Pacific Environmental Laboratory, Final EIR Sewage Treatment Plan Improvements - City of Marysville, California, February 1978
4. Sacramento Area Council of Governments, City of Marysville General Plan - Review Draft, March 1985
5. Sacramento Area Council of Governments, Yuba City Urban Area General Plan Update - Air Quality, May 1983
6. Schaefer, Wirth and Long, Marysville Historic Building Survey, 1978
7. Sacramento Regional Area Planning Commission, City of Marysville General Plan, 1973
8. Sacramento Regional Area Planning Commission, EIR on the Marysville General Plan, 1973

MARYSVILLE GENERAL PLAN

Land Use Policy

FIGURE 19



U.C. BERKELEY LIBRARIES



C124887673

RETURN TO:

ILSL

LOAN PERIOD	1	2	3
Home Use			
	4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

U.C. BERKELEY
SENT ON ILL

FEB 13 2006

1 MONTH LOAN

ILS: DD99
M 8-05

UNIVERSITY OF CALIFORNIA, BERKELEY
Berkeley, California 94720-6000

